Government
Publications

SESSIONAL PAPERS

VOLUME XL.—PART II.

Fourth Session of Eleventh Legislature

OF THE

PROVINCE OF ONTARIO

SESSION 1908

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No. 2.. Estimates for the service of the Province until the Estimates of the year are finally passed. Presented to the Legislature, 6th February, 1908. *Not printed.* Estimates for the year 1908. Presented to the Legislature, 6th March, 1908. *Printed.* Estimates (Supplementary). for the year 1908. Presented to the Legislature, 6th April, 1908. *Printed.*

No. 3.. Report of the Minister of Lands, Forests and Mines of the Province for the year 1907. Presented to the Legislature 1st April, 1908. *Printed.*

No. 4.. Report of the Bureau of Mines for the year 1907. Presented to the Legislature, 1st April, 1908. *Printed.*

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No. 7.. Report of the Registrar General relating to the Registration of Births, Marriages and Deaths for the year 1906. Presented to the Legislature, 9th March, 1908. *Printed.*

No. 8.. Report of the Temiskaming and Northern Ontario Railway Commission for the year 1907. Presented to the Legislature, 21st February, 1908. *Printed.*

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No, 15. . Report of the Ontario Agricultural and Experimental Union of the Province, for the year 1907. Presented to the Legislature, 20th March, 1908. *Printed.*

No. 16. . Report of the Fruit Growers' Associations of the Province, for the year 1907. Presented to the Legislature, 2nd April, 1908. *Printed.*

No. 17. . Report of the Fruit Experimental Stations of the Province, for the year 1907. Presented to the Legislature, 2nd April, 1908. *Printed.*

No. 18. . Report of the Vegetable Growers' Association for the year 1907. Presented to the Legislature, 31st March, 1908. *Printed.*

No. 19. . Report of the Entomological Society, for the year 1907. Presented to the Legislature, 3rd March, 1908. *Printed.*

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No. 21. . Report of the Dairymen's Associations of the Province, for the year 1907. Presented to the Legislature, 2nd April, 1908. *Printed.*

No. 22. . Report of the Live Stock Associations of the Province, for the year 1907. Presented to the Legislature, 2nd April, 1908. *Printed.*

No. 23. . Report of the Poultry Institute of the Province, for the year 1907. Presented to the Legislature, 2nd April, 1908. *Printed.*

No. 24. . Report of Women's Institutes of the Province, for the year 1907. Presented to the Legislature, 23rd March, 1908. *Printed.*

No. 25. . Report of the Farmers' Institutes of the Province, for the year 1907. Presented to the Legislature, 23rd March, 1908. *Printed.*

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No, 28. . Report of the Bureau of Industries of the Province, for the year 1907. Presented to the Legislature, 2nd April, 1908. *Printed.*

No. 29. . Report of the Inspectors of Factories for the year 1907. Presented to the Legislature, 2nd April, 1908. *Printed.*

No. 30. . Report of the Bureau of Labour for the year 1907. Presented to the Legislature, 20th March, 1908. *Printed.*

No. 31. . Report on Highway Improvement for the year 1907. Presented to the Legislature, 21st February, 1908. *Printed.*

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No. 32. . Report of the Ontario Game and Fisheries Commission, for the year 1907. Presented to the Legislature, 18th March, 1908. *Printed.*

No. 33. . Report on the Women's Institutes of the Province for the year 1907. Presented to the Legislature, 23rd March, 1908. *Printed for Distribution only.*

No. 34. . Report upon the Archives of the Province, for the year 1907. Presented to the Legislature, 2nd April, 1908. *Printed.*

No. 35. . Report of Work relating to Neglected and Dependent Children of Ontario, for the year 1907. Presented to the Legislature, 16th March, 1908. *Printed.*

No. 36. . Report of the Provincial Board of Health, for the year 1907. Presented to the Legislature, 9th March, 1908. *Printed.*

No. 37. . Report of the Inspector of Division Courts, for the year 1907. Presented to the Legislature, 20th March, 1908. *Printed.*

No. 38. . Report of the Inspector of Legal Offices, for the year 1907. Presented to the Legislature, 12th March, 1908. *Printed.*

No. 39. . Report of the Inspector of Registry Offices, for the year 1907. Presented to the Legislature, 2nd April, 1908. *Printed.*

No. 40. . Report of the Secretary and Registrar of the Province, for the year 1907. Presented to the Legislature, 2nd April, 1908. *Printed.*

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No. 41. . Report upon the Hospitals for the Insane, Idiotic and Epileptic, of the Province, for the year ending 30th September, 1907. Presented to the Legislature, 31st March, 1908. *Printed.*

No. 42. . Report upon the Prisons and Reformatories of the Province, for the year ending 30th September, 1907. Presented to the Legislature, 31st March, 1908. *Printed.*

No. 43. . Report upon the Hospitals, Refuges and Charities of the Province, for the year ending 30th September, 1907. Presented to the Legislature, 21st February, 1908. *Printed.*

No. 44. . Report upon the Operation of Liquor License Acts, for the year 1907. Presented to the Legislature, 21st February, 1908. *Printed.*

No 45. . Report of the Provincial Municipal Auditor, for the year 1907. Presented to the Legislature, 21st February, 1908. *Printed.*

No. 46. . Supplementary Return from the Records of the several Elections in the Electoral Divisions of West York, Dufferin and Brockville, since the General Elections on January 25th, 1905, shewing: (1) The number of Votes Polled for each Candidate in the Electoral District in which there was a contest; (2) The majority whereby each successful Candidate was returned; (3) The total number of votes polled in each District; (4) The number of votes remaining unpolled; (5) The number of names on the Voters' Lists in each District. Presented to the Legislature, 6th February, 1908 *Printed.*

No. 47. . Report upon the state of the Library. Presented to the Legislature, 6th February, 1908. *Not printed.*

No. 48. . Report of the Hydro-Electric Power Commission of the Province, on the Cost of Power for the year 1907. Presented to the Legislature, 20th March, 1908. *Printed.*

No. 49. . Report upon Prison Labour. Presented to the Legislature, 5th February, 1908. *Printed.*

No. 50. . The Arbitration on the Unsettled Accounts, between the Dominion of Canada and the Provinces of Ontario and Quebec. Presented to the Legislature, 21st February, 1908. *Printed.*

No. 51. . Statement of Receipts and Disbursements of the Temiskaming and Northern Ontario Railway, on account of construction, for the year 1907. Presented to the Legislature, 21st February, 1908. *Printed.*

No. 52. . Report of the Commission on the Methods employed in the caring for and treating the Insane. Presented to the Legislature, 20th March, 1908. *Printed.*

No. 53. . Copies of Orders-in-Council and Regulations of the Department of Education. Presented to the Legislature, 11th February, 1908. *Not printed.*

No. 54. . Rules and Regulations under the Succession Duties Act, being 7 Edw. VII., cap. 10. Presented to the Legislature, 19th February, 1908. *Printed for distribution only.*

No. 55. . Copies of Orders in Council fixing fees payable to Surrogate Judges of County of Middlesex; amounts payable to Judges McTavish and Gunn out of the Surrogate Court fees, County of Carleton, and authorizing payment of surplus Surrogate fees, County of Grey, to His Honour, Judge Widdifield. Presented to the Legislature, 21st February, 1908. *Not printed.*

No. 56. . Return to an Order of the House of the Twenty-first day of February instant; for a Return, shewing list of Fair Associations to which expert Judges were sent by the Department of Agriculture during the past two years; the names of the Judges with copies of reports made to the Department from each local exhibition board. Presented to the Legislature, 25th February, 1908. Mr. *May. Not printed.*

No. 57. . Return to an Order of the House of the twenty-eighth day of February, for a Return, shewing—1. The Government call for tenders for the supply of flour required at the different Institutions of the Province for the year 1908. 2. How many tenders were received. 3. The names and addresses of the persons or firms tendering and the price *per* barrel of each tender delivered at the various Institutions. 4. To whom the tender was awarded. 5. The estimated quantity required at each Institution. Presented to the Legislature, 28th February, 1908. Mr. *McCoig. Not printed.*

No. 58. . Return to an Order of the House of the twenty-fourth day of February, 1908, for a Return, shewing—1 What are the estimated quantities of each class of work done to January 31st, 1908, on the Government Railway by McRae, McNeil & Chandler under their contract with the Temiskaming and N. O. Railway Commission. 2. What sums, with date of payment, have been paid to McRae, McNeil & Co., or their assigns, for such work. 3. Has the Government taken the work out of the hands of the contractors. 4. What security, if any, has the Government for the due performance of the contract by the said firm. Presented to the Legislature, 2nd March, 1908. Mr. *Smith (Sault Ste. Marie.) Not printed.*

No. 59.. Return to an Order of the House of the second day of March, 1908, for a Return, shewing—1. How many cases have been tried by both Drainage Referees since their appointment. 2. What expense was there in connection therewith over and above the Referee's Salary. Presented to the Legislature, 9th March, 1908. Mr. *McMillan*. *Not printed.*

No. 60.. Return to an Order of the House of the seventh day of February, 1907, for a Return, shewing—1. The number of Division Courts in the Province. 2. How many Division Court Clerks have resigned between the 7th February, 1905, and 1st February, 1907. 3. How many Division Court Clerks have been removed from office between the said dates. The names of such persons and the cause of removal. 4. How many Division Court Bailiffs have resigned between the 7th day of February, 1905, and the 1st day of February, 1907. 5. How many Division Court Bailiffs have been removed from office between said dates. The names of such persons and the cause of removal. Presented to the Legislature, 9th March, 1908. Mr. *Munro*. *Not printed.*

No. 61 . Return to an Order of the House of the ninth day of March, 1908, for a Return shewing—1. What Municipal Corporations applied to the Hydro-Electric Power Commission, under 6 Edw. VII., Chap. 15, Sect. 6, for the transmission of electric power or energy, with the respective dates of such applications. 2. Did the Commission give to each of the said corporations a statement of the terms and conditions upon which such electric power or energy would be transmitted and supplied by the Commission, together with a form of contract to be entered into between each of the said corporations and the Commission. 3. Did the Commission furnish to each of the said corporations any estimate of the cost of constructing, erecting, installing, and maintaining of buildings, works, plant, machinery, poles, wires, etc., necessary for transmitting and supplying to each said corporation the amount of power applied for. 4. If so, give names of corporations and amount of each respective estimate. 5. Names of municipalities in each of which a By-law was submitted under Section 7 of said Act. 6. Names of municipalities where such By-law received the assent of the electors. 7. Has any contract been finally entered into between the Commission and any such municipal corporation for the supply of electric power or energy by the Commission to such municipality. 8. (*a*) The names of municipal corporations, if any, that made application to the Commission under 7 Edw. VII., Chap. 19, Section 12, with the respective dates of such applications. (*b*) The maximum price *per* H. P. at point of delivery to Commission, quoted by Commission to each of said municipalities. 9. Between what Municipal Councils, if any, and the Commission was any provisional contract entered into as provided for by said Section 12, prior to the submitting of the By-law to the Electors by any such Municipal Council. 10. Has any such contract been finally executed under the provisions of Section 13 of said last mentioned Act. 11. Was any estimate given by the Commission to the several municipal corporations in accordance with the requirements of said Section 12, shewing

(*a*) The total cost of constructing and maintaining a transmission line or lines. (*b*) The proportion or amount of said total cost to be charged to and paid for by each municipality. 12 If so, the names of such municipalities and the amounts of such total cost to be charged to each of the said municipalities. 13. Were such estimates and provisional contracts published with the By-law, in accordance with the provisions of said section 12. Presented to the Legislature, 9th March, 1908. Mr. *MacKay. Not printed.*

No. 62.. Report upon the Feeble-minded in Ontario, with Census. Presented to the Legislature, 2nd April, 1908. *Printed.*

No. 63.. Return to an Order of the House of the third day of March, 1908, for a Return, of copies of all correspondence relating to the removal of what is known as the Wisa Wasa dam in Chisholm township in the District of Nipissing. Presented to the Legislature, 10th March, 1908. Mr. *Smith* (*Sault Ste. Marie*). *Not printed.*

No. 64 . Statement of distribution of Statutes, Revised and Sessional, for the year 1907. Presented to the Legislature, 10th March, 1908. *Not printed.*

No. 65.. Return to an Order of the House of the twenty-fourth day of February, 1908, for a Return. shewing—1. Any estimate made, prior to the doing of the work, of the cost of clearing along the sides of the right of way of the Temiskaming and N. O. Railway, through the Temagami Forest Reserve. 2. If so, by whom was such estimate made and what the amount thereof. 3. What has been the actual cost of this work to date. 4. What is the estimate, if any, of the annual cost of maintaining the clearing in such a way as to make it useful in preventing the spread of fire. Presented to the Legislature, 10th March, 1908. Mr. *Smith* (*Sault Ste. Marie.*) *Not printed.*

No. 66.. Return to an Order of the House of the fifth day of March 1908, for a Return, shewing what timber located on the right of way of the Temiskaming and N. O. Railway has been put up for sale during the last two years, by tender or otherwise, by the Temiskaming and N. O. Railway Commission. Also, what prices have been obtained and the time and manner of payment; the names of the purchasers and copies of the tenders sent in by them, and also copies of all tenders received in the case of each berth sold. Presented to the Legislature, 17th March, 1908. Mr. *May. Not printed.*

No. 67.. Return to an Order of the House of the twenty-sixth day of February, 1908, for a Return, shewing the quantities of timber cut under license in the Township of Freeman by Arthur Hill, or any assignee, or assignees, of the license formerly held by the said Hill in the said Township; shewing in each year the person, or persons, who scaled logs on behalf of the Government on said limit, and in each year the quantity scaled by each of the said Government scalers, if more than one employed. Also, the names of the persons and quantities of logs in each year scaled by the

Culler or Cullers of the said Arthur Hill, or any assignee of the said license of the said Hill, also, shewing the assignee, or assignees, of the said Hill. Presented to the Legislature, 17th March, 1908. Mr. *Duff*. *Not printed.*

No. 68.. Return to an Order of the House of the thirteenth day of March, 1908, for a Return, shewing the amount expended on Colonization Roads in the District of Manitoulin, during the years 1902, 1903, 1904, 1905, 1906 and 1907, respectively. Presented to the Legislature, 18th March. 1908. Mr. *Smith* (*Sault Ste. Marie.*) *Not printed.*

No. 69.. Return to an Order of the House of the thirteenth day of March, 1908, for a Return, shewing the number of Bridges built, by the present Government, on the Spanish and Sauble Rivers, shewing where the Bridges cross the rivers and the appropriation made for each. Presented to the Legislature, 18th March, 1908. Mr. *Smith (Sault Ste. Marie). Not printed.*

No. 70.. Return to an Address to His Honour the Lieutenant-Governor, of the twenty-first day of February, 1908, praying that he will cause to be laid before this House, a Return, shewing the several Commissions, both special or permanent, issued by the present Government; the object or purpose of each Commission; the cost to the Province of each, up to the end of the year 1907, together with the names, in each case, of the several Commissioners. Presented to the Legislature, 23rd March, 1908. Mr. *May*. *Not printed*

No. 71.. Return to an Address to His Honour the Lieutenant-Governor, of the twenty-fourth day of February, 1908, praying that he will cause to be laid before this House, a Return, shewing the several Commissions of all descriptions issued during the years 1902, 1903 and 1904, the purpose of each Commission, the cost to the Province, together with the names of the several Commissioners in each case. Presented to the Legislature, 23rd March, 1908. Mr. *Preston* (*Lanark.*) *Not printed.*

No. 72.. Return to an Order of the House of the 21st day of February, 1908, for a Return, shewing: 1. The amount of losses caused by fire, in the Province, during the years 1900 to 1907, both inclusive—as reported to the Department of Insurance. 2. The amount of such losses reported to have been caused by incendiarism. 3. The amount of such losses caused by lightning. Presented to the Legislature, 24th March, 1908. Mr. *Munro*. *Not printed.*

No. 73 . A Return to an Order of the House of the twenty-sixth day of February, 1908, for a Return, shewing—1. How many civil servants have been dismissed since advent of present Government. 2. How many have resigned. 3. How many vacancies created by any other cause. 4. How many appointments to the Civil Service have been made during said period. 5. What was the number of civil servants in the employ of the Government on

December 31st, 1904. 6. What is the present number. Presented to the Legislature, 2nd April, 1908. Mr. *Ross. Not printed.*

No. 74. . A Return to an Address to His Honour the Lieutenant-Governor, of the fifth day of March, 1908, praying that he will cause to be laid before this House, a Return, of copies of all correspondence with the Government, or any member thereof, relating to the removal of Thomas Woodyatt from the office of Police Magistrate of the City of Brantford, also, copy of Report of Commissioner appointed to investigate certain charges preferred against said Woodyatt, and statement of aggregate cost of said Commission. Presented to the Legislature, 2nd April, 1908. Mr. *Preston (Brant.) Not printed.*

No. 75. . Return to an Order of the House of the eighteenth day of March, 1908, for a Return shewing: 1. How many persons have received permanent professional certificates under authority of either Sections 2, 3, or 4, of Chapter 52 of the Statutes of Ontario, passed in 1907. 2. Their names. 3. Under which Section they have qualified, and 4. How many persons have notified the Minister of Education, in writing, of their intention to comply with the provisions of either Section 6, or Section 7, of Chapter 52 of the Statutes of Ontario, passed in 1907. 5. What were the names and addresses of those who applied under each Section. Presented to the Legislature, 2nd April, 1908. Mr. *McElroy. Not printed*

No. 76. . Handbook of the Province. Presented to the Legislature, 2nd April, 1908. *Printed for distribution only.*

No. 77. . Return to an Address to His Honour the Lieutenant-Governor, of the ninth day of March, 1906, praying that he will cause to be laid before this House, a Return of copies of all papers and correspondence regarding the settlement of the Indian Claim of Northern Ontario, known as Treaty No. 9, together with a copy of the Treaty as finally agreed upon. Presented to the Legislature, 6th April, 1906. Mr. *Ross. Printed.*

No. 78. . Return to an Order of the House of the twenty-first day of February, 1908, for a Return, shewing a classified statement of annual payments of all kinds made by the Province to the University of Toronto and the School of Practical Science, for salaries, erection of buildings, maintenance, or for any other purpose whatever, for and during the period of the past six years. Presented to the Legislature, 10th April, 1908. Mr. *Hislop. Printed.*

TWENTY-SECOND ANNUAL REPORT

OF THE

Commissioners for the Queen Victoria Niagara Falls Park

1907

PRINTED BY ORDER OF
THE LEGISLATIVE ASSEMBLY OF ONTARIO

TORONTO:
Printed and Published by L. K. CAMERON, Printer to the King's Most Excellent Majesty
1908

WARWICK BRO'S & RUTTER, Limited, Printers,
TORONTO.

COMMISSIONERS OF THE QUEEN VICTORIA NIAGARA FALLS PARK.

J. W. Langmuir, *Chairman.*
Geo. H. Wilkes.
Honorable Robert Jaffray.
P. W. Ellis.
Colonel L. Clarke Raymond.
William L. Doran.

Superintendent: James Wilson.
Assistant Superintendent: J. Harrison Pew.
Chief Gardener: Roderick Cameron.

Parliament Buildings,
Toronto, February 21st, 1908.

To the Honorable Wm. Mortimer Clark, *etc., etc., etc.,*
Lieutenant-Governor of the Province of Ontario.

May it Please Your Honor:

I beg to submit herewith the Twenty-second Annual Report of the Commissioners for the Queen Victoria Niagara Falls Park, being for the year ended 31st December, 1907, together with the appendices thereunto attached.

I have the honor to be,
Your Honor's most obedient servant,
W. J. Hanna,
Provincial Secretary.

Toronto, February 15th, 1908.

To the Honorable W. J. Hanna, K.C., M.P.P.
Provincial Secretary, Province of Ontario,
Parliament Buildings, Toronto.

Sir,—I have the honor to transmit herewith for presentation to the Legislature of Ontario the Twenty-second Annual Report of the Commissioners for the Queen Victoria Niagara Falls Park (being for the year ended 31st December, 1907), together with the appendices thereunto attached.

I have the honor to be, Sir,
Your obedient servant,
J. W. Langmuir,
Chairman.

TWENTY-SECOND ANNUAL REPORT OF THE COMMISSIONERS FOR THE QUEEN VICTORIA NIAGARA FALLS PARK.

To the Honorable Sir W. Mortimer Clark, K.C.,
Lieutenant-Governor of the Province of Ontario:

May it Please Your Honor:

The Commissioners of the Queen Victoria Niagara Falls Park beg to submit their Twenty-second Annual Report (being for the year 1907), together with the usual statement of receipts and expenditures, and the report of the Park Superintendent on the various works which have been carried on during the year in maintaining and improving the extensive territory under the jurisdiction of the Commission. There is also appended the text of memoranda and official documents to which reference is made in the report.

Since the last annual report the Government have appointed by Order-in-Council dated 11th day of October, 1907, Mr. William L. Doran, of Niagara Falls, on the Board of Commissioners, now numbering six members.

During the past year a good deal of work has been done in the direction of restoration and improvement, and a large portion of the Park surface which had been broken up and excavated by the power work operations has now been restored and made ready for planting in the spring.

At the spillway of the Ontario Power Company, the most northerly point in the Park disturbed by the Company's works, all the grading and surfacing has been completed, and the broad promenade which encircles the structure has been finished in permanent material and is now opened to the public. All the unfinished works referred to in last report in connection with the unique Portal building adjoining the Spillway have also been brought to completion, thus finishing the restoration of all the park surface disturbed by this Company.

The Electrical Development Company has also levelled up all the newly made ground above and below its power house, disposed of the waste materials, and all the reclaimed territory north of the building has already been surfaced with soil and made ready for seeding and planting.

The northern portion of the park proper has also been greatly improved by the addition of permanent shelter buildings at Inspiration Point and Rambler's Rest, and the ornamental railing and gateway at the Ferry Street entrance constructed last year has been completed by the addition of the Park arms in granite on either side of the principal gateway.

Another change affected during the year was the removal of the Park offices from the old lodge building near the northern extremity of the Park. Owing to the development of the Park system the needs of the staff had quite outgrown the space available for quarters in that building. Arrangements were therefore made with the lessees by which the portion of the Administration building set apart for the sale of fancy goods was converted into Park offices, and in lieu thereof other space was apportioned in the building for that purpose. Under this new arrangement a very suitable Board room has been provided, with much better and more commodious accommodation for the staff than was before available. A large storage safe has also been added for the preservation of the official papers and plans.

The former office building has been converted into much needed lavatories and police quarters.

The outlying Parks have all been carefully maintained during the year and improved in many ways. At Queenston Heights a large new boulder

stone shelter, of pleasing design, has been constructed a little to the west of Brock's Monument, and a new walk leading thereto has been provided.

At Niagara Glen three new rustic shelters have been constructed in order to provide rest and protection to visitors to this wildly beautiful spot. These have been placed at special points of interest.

At Fort Erie Park, a large open shelter has also been built. This very exposed portion of the Park domain was entirely without protection in case of storm, and as the distance of the Fort grounds from the village is considerable, and the means of communication infrequent, it was necessary that a building should be constructed. It has been located within the area occupied by the fortifications and is inconspicuous from the lake shore front.

Comparatively little progress has been made during the past season in the construction of the broad boulevard along the bank of the upper Niagara between the Park at Niagara Falls and the village of Bridgeburg, to which reference has been made in former reports. The urgent requirements of other parts of the Park system and the insufficiency of funds at the disposal of the Board caused this important work to be deferred for a time. The protection of the shore, however, where erosion was causing much damage was proceeded with during the year. This work, which is essential to the preservation of the lands vested in the Commissioners along the river, is now well advanced, and it is expected that another year will see the entire shore line from the Park to Bridgeburg made secure against erosion. It is also expected that substantial progress will be made with the construction of the boulevard next season.

In their reports for the years 1905 and 1906, the Commissioners referred at considerable length to the widespread interest which had been taken in the development of the waters of the Niagara at the Falls for electrical power purposes on both sides of the river, and to the severely critical character of some of the statements made in this connection by newspaper and magazine writers in the United States. As many of these statements were apparently based on incorrect information the Commissioners considered it desirable, in the public interest, to set forth in their reports the exact facts in order that the action of the Commissioners might be clearly comprehended by all who are interested in the preservation of Niagara Falls as one of the scenic wonders of the world. The explanations given by the Board have apparently satisfied Canadian public opinion, but, notwithstanding the action of the United States authorities in passing and enforcing the restrictions contained in the "Burton Bill," to which reference was made in the report for 1906, the agitation has been continued on the American side, chiefly through the instrumentality of the American Civic Association, an organization which has done good service in promoting the beautifying of American cities, but whose efforts to conserve the surroundings of the Falls of Niagara have not always been based on accurate knowledge.

The Commissioners, therefore, took advantage of an invitation given to the Chairman of the Board to attend the annual general meeting of that Association at Providence, R.I., in November last, when an evening was set apart for the discussion of matters relating to Niagara Falls. At this meeting where the various interests affected were fully represtented, the Chairman read a paper giving the salient facts relating to the whole subject of the utilization of the waters of the Niagara River for power purposes, and expressed the views of the Commissioners respecting all the questions affecting the establishment of works on the Canadian side of the river. The text of this address will be found in the Appendix.

Impressed with the vital importance of the subject the Commissioners would again draw attention to the charters which have been granted by the

Parliament of Canada to several corporations to generate power at various points in the Niagara district from water which at present flows through the Niagara River and over the Falls, but which charters have not up to the present time been proceeded with. Without question the works already constructed by the three companies operating on the Candian side are of sufficient capacity to supply the demand for electricity for lighting and power purposes for Canadian uses for a great many years to come. As the undeveloped charters are all without limitation as to the volume of power which may be developed and without restrictions as to the quantity of water that may be taken for such development, it is essential to the safe guarding of the Falls that immediate steps should be taken to cancel them, or to place a limit on their operations, so that the menace they now present to the preservation of the Falls as a great natural wonder may be removed. In this connection the Commissioners would strongly recommend that the Government of the Province of Ontario, being chiefly interested, should be officially represented at any international conference that may be held, having in view the uses of the waters of Niagara for commercial purposes or for the limitation of such uses in furtherance of the preservation of the Falls.

Early in the season the Commissioners received an application from the Electrical Development Company for permission to construct a short line of underground conduits, so that some of the electricity generated in its power house might be carried to the power house of the Canadian Niagara Power Company for transmission to the United States. The Company represented that it had made tentative contracts to supply customers in Buffalo and had arrived at an understanding with the Canadian Niagara Power Company for the use of its auxiliary transmission line to that city pending the construction of its own system of transmission.

As this application appeared to be outside the scope of the agreements under which the Power Companies operate, the Commissioners referred the application to the Lieutenant-Governor-in-Council for consideration, accompanying the reference with a recommendation that the application should receive favorable consideration.

The Government decided that the application could only be considered upon the understanding that it would be subject to the approval and ratification of the Legislature at its next session. The Commissioners therefore prepared an agreement incorporating this condition which was duly executed and approved by Order-in-Council, when the work of construction was at once begun. As the conduit is underground the finished surface of the Park is not in any wise affected thereby.

The text of this agreement will be found in the Appendix to this report.

Reference was made in the report for 1906 to the system of measurement that should be adopted for ascertaining the sums which become payable by the Power Companies as rental for all power generated and sold or disposed of in excess of the amounts for which a fixed sum is to be paid by each company, viz.: 10,000 electrical horse power by the Canadian Niagara Power Company and Electrical Development Company, and 20,000 horse power by the Ontario Power Company. Acting under the advice of their solicitor, and with the approval of the Government, the Commissioners have rendered accounts to the Canadian Niagara and Electrical Development Companies for all excess power generated above 10,000 horse power upon the "Increasing rental, peak power" system as defined by Dr. Galbraith, whereas the companies claim under their agreements payment should be made only upon the *average* daily load, or what may be called the "Fluctuating rental, average power" system, and payment of excess rentals on this basis has been tendered by one of the power companies.

The two companies which have developed such excess have made an appeal to the Lieutenant-Governor-in-Council for a hearing upon the question, and pending the fixing of a date arrangements have been made whereby the tendered payments have been accepted and applied *pro tempore*, without in any way prejudicing either the rights of the Commissioners or the Companies in the premises. The financial statement appended shows that the Canadian Niagara Power Co. has already paid in by way of excess rental $16,655.75. As the Ontario Power Company had not generated power in excess of the 20.000 h.p. for which a fixed rental is payable at the date of last return, no claim for excess rental has yet been made against that Company.

There are several important measures in connection with the Park at Niagara Falls which the Commissioners propose undertaking at the earliest possible opportunity. These are: (1) The paving of the main driveway near the Falls with brick or other permanent material.

Owing to the constantly recurring spray it has been found impossible to maintain a satisfactory macadam road at this point, and the heavy teaming connected with the power works has necessitated the deferring of the work from time to time. Now that the power works are practically completed, the Commissioners have decided to proceed with the paving without further delay. (2) The electric lighting of the Park. Reference has been made in previous reports to the desirability of making the Park attractive to visitors at night. The weirdly beautiful effect of the moonlight upon the falls, the rapids and the gorge has long been appreciated, but this could only be enjoyed for a few nights each month by the citizens of Niagara Falls or by those who chanced to visit Niagara at such times, and many desiring to enjoy the Park during warm weather were deterred by the darkness. During the late autumn of the past year an experiment was made in illuminating the falls by powerful searchlights which attracted great crowds to witness the beautiful display. The absolute necessity for lighting the roadways and walks in the Park was clearly demonstrated during the preiod of the illumination, and the need has been emphasized by the action of the Commissioners of the State Reservation on the American side having quite recently installed an elaborate system for lighting up Prospect Park and the riverway. It is intended to proceed with the work early in the season. (3) The providing of a suitable approach to the Park from the upper steel arch bridge. As this is the principal approach to the Park for visitors the Commissioners have entered into an arrangement whereby the City, the Railway Company and the Park shall join in the work of providing a suitably finished roadway from the bridge to the new gateway. The road will have a hard macadam surface and both road and tracks will be brought to a suitable grade.

On many occasions during the year the Commissioners have been called upon to extend the courtesies of the Park to distinguished visitors to Niagara.

Early in June His Imperial Highness, Prince Fushimi of Japan, and his suite, spent a day at the Falls, and was shown the various features of interest in the Park and the rapids.

On September 8th the Biological section of the International Zoological Congress visited the Falls. Several members of the Board assisted the Commissioners of the New York State Reservation in entertaining these distinguished scientists.

The Government of Ontario having invited the editors of the leading financial journals in England to spend a few weeks examining into the natural resources of the Province, requested the Commissioners to suitably entertain these gentlemen during their stay at Niagara Falls. Sixteen newspapers were represented, as follows: Financial Times, Economist, Statist, Financial News, Financier, Glasgow Herald, Liverpool Post, Pall Mall Gazette, Daily Chronicle, Tribune, Daily News, Daily Mail, The Standard, Morning Post, Daily Telegraph, Globe, and the keenest interest was taken by the visitors in the water power development as well as in all the natural scenic attractions of the Falls.

Another notable occasion was the visit of the Canadian Manufacturers' Association, when the leading manufacturers from all parts of the Dominion and their friends, numbering over 300 were welcomed and shown the many features of interest at Niagara Falls.

The Legislature at its last Session passed an Act (7 Ed. VII. chap. 21) authorizing the Commissioners to acquire, repair and preserve the small plot of ground near the town of Niagara-on-the-Lake, where Colonel John Butler, Colonel Claus, and many others, famous in the early history of the Province lie buried. Upon examination it was found that this God's half-acre had been greatly neglected, the head stones nearly all broken, the vault opened and desecrated and the burial ground an open pasture field. It is the intention of the Commissioners to begin the work of restoration in the spring.

The Commissioners have long had in view the installation of a system of greenhouses, in which may be grown tropical and subtropical plants of all kinds on a scale which would be a credit to the Park, but during the continuance of heavy blasting operations by the Power Companies all this work had to be deferred. It is now proposed to take up this work by instalments and during the coming season to erect a new and commodious conservatory, and to enlarge the present propagating houses, the whole to conform to a general scheme which when fully carried out will greatly enhance the enjoyment of winter visitors to the Park.

Full reference to the various works of maintenance and improvement which have been carried on during the year will be found in the report of the Superintendent of the Park appended hereto.

The statement of Receipts and Expenditures for the year will also be found herewith.

All which is respectfully submitted.

J. W. Langmuir,
Chairman.
Robert Jaffray.
George H. Wilkes.
P. W. Ellis.
L. Clark Raymond.
William L. Doran.

FINANCIAL REPORT, 1907.

Receipts.

Ontario Power Company, rental	$30,000 00	
Canadian Niagara Power Company, rental	15,000 00	
" " " acct. excess rental	16,655 75	
Electrical Development Company, rental	15,000 00	
International Railway Company, rental	10,000 00	
Zybach & Company, rental	9,000 00	
Brock's Monument tolls	996 65	
Wharf privileges	501 00	
Sundries	399 28	
		$97,552 68
Overdraft in Imperial Bank, December 31, 1907,		$24,212 12
		$121,764 80

Note:—The special deposit to credit of Commissioners made in 1903, for maintaining water levels at intakes of Canadian Niagara Power Company and International Railway Company now amounts to $26, 642.34.

Expenditures.

Paid Imperial Bank overdraft, January 1st, 1907		$26,883 23
Capital Account:—		
Paid wages, permanent works	$ 4,544 66	
" materials, " "	5,672 03	
" contracts	26,554 34	
" land purchases	90 33	
" legal expenses	380 39	
		37,241 75
Maintenance Account:		
Paid salaries, office and Clerical Staff	$5,256 00	
" ". constables and gardener	7,907 34	
" wages, laborers and teamsters	11,989 71	
" for materials	5,670 28	
" for office expenses	272 56	
" Commissioners' expenses	757 32	
" miscellaneous	623 83	
		32,477 04
Paid interest on bonds, including bank charges		25,162 78
		$121,764 80

APPENDIX A.

Report of the Park Superintendent.

To the Commissioners of the Queen Victoria Niagara Falls Park.

Gentlemen,—I beg to make the following report upon the works which have been carried out during the year 1907 in the several portions of the Queen Victoria Niagara Falls Park system.

The past year may be characterized as one of marked progress in all departments of park work. In addition to the customary maintenance of the principal park areas at Niagara Falls, Queenston Heights, Niagara Glen, and Fort Erie, all of which have been kept in a high degree of excellence throughout the season, there have been many important improvements of a substantial and permanent character provided at these several points, which have greatly increased the facilities for the comfort and enjoyment of visitors. Some of these improvements have long been contemplated but for various causes could not be carried out until the present season.

At the principal or northern entrance to the Niagara Falls Park, the handsome granite gateway has been completed by the addition of the Park Arms, carved out of solid granite, as a finial for each of the two main pillars; those are of a very substantial character and give a suitable and dignified finish to the gateway.

As the two open shelter buildings at Rambler's Rest and Inspiration Point were of cedar work construction, and had been in service for about twenty years, they had become unsafe and had to be taken down. It was decided to replace these simple rustic shelters by ornately designed open structures of boulder stone work, with cut stone columns and relieving courses, and roofs of stained shingle work. These new and enlarged shelters not only afford excellent protection in case of storm but make a delightful resting place for pedestrians and have been very much appreciated by the visitors.

Since the establishment of the Park the scope of the work has been greatly extended and the need for enlarged quarters for the Commissioners and staff has long been felt. It was, therefore, decided to remove the general offices to the Administration Building and to transform the old lodge building which for so many years has been utilized for office purposes into a general lavatory; reserving a small portion for police headquarters.

The Commissioners therefore made arrangements with the lessee of photo and refreshment privileges in the Park to vacate the large room upon the main floor of the Administration building which had been used as a store for the display of fancy goods, and made the alterations necessary by dividing up the space into offices, arrangements being made whereby the lessee should occupy during the currency of his lease the public waiting room in the front of the building. The new offices comprise a board room, offices for the Superintendent, Assistant Superintendent and Clerks, and a fire proof vault for the preservation of the plans and official documents pertaining to the Park. All the offices are roomy, and well lighted, and the location is more central than before. The former office building was re-arranged and a suitable women's rest room with very convenient lavatory accommodation was provided in the front of the building; the rear was utilized for men's lavatories. Police headquarters were also established at this point, as the space originally reserved for this purpose in the basement of the Administration Building proved to be altogether too damp for occupancy.

By thus providing ample lavatory facilities near the front entrance it was found possible to dispense with the rustic closet building on the edge of the cliff, near Inspiration Point, which could not be properly maintained in hot weather owing to the inadequacy of the Spring water supply.

As the shelter accommodation for the constables in the southern portion of the park was of a temporary character, and not in keeping with the improved standard adopted for the Park buildings, it was decided to build two new ones; one a little south of the railway power house and the other located at the southern entrance to the grounds. These shelters are built of boulder stone work lined with brick and with steep cottage roofs. When covered with vines these will be inconspicuous and well adapted to their location in the Park.

At the southerly end of Dufferin Islands permanent bridges were required to carry the driveway over the channels separating the islands, and also to carry the outer pathway over the same channels at the controlling gates. These were all constructed of armored concrete. The foundations in each case are on bed rock and the character of the work throughout is exceptionally good; simple pipe panel railings set in concrete parapet piers afford ample protection in each case. These bridges are all of plain but appropriate design, and should require but little attenton for many years to come.

The old wooden toll house at the south entrance to the Park was cut in two and removed to the swimming pool where the sections were fitted up separately and made to do service as dressing rooms for bathers, the small summer house which had been transformed into a dressing room proving wholly inadequate for the demands upon it.

A new cement pavement was laid alongside the parapet wall constructed last season, from north of Table Rock House to the edge of the Horse Shoe Falls, as owing to the frequency with which the spray deluges this very attractive and much frequented portion of the park it was found impossible to maintain a cinder and gravel walk at this point in a satisfactory condition. The new pavement is a decided improvement and has been very much appreciated by visitors.

Apart from the new works constructed by the Commissioners much has been done by the Power Companies towards completing their important undertakings. At the Spillway of the Ontario Power Company the broad elevated promenade which surrounds the overflow building on three sides has been laid in armored concrete finished off with cement, and the space at the rear of the building has been graded up to the same level and sodded. The slopes surrounding the base of the structure have also all been terraced in accordance with the approved plans by the Company.

The grounds in front and rear of the handsome portal building were also graded to the approved levels and a new semi-circular macadam driveway approach with suitable cement walks provided leading from the Park driveway to the front entrance.

Upon the completion of these works by the Company, the Park took possession and prepared the soil for planting, and in the fall the whole of the slopes and terraces were set out with carefully selected herbaceous plants, shrubs and vines, which will in a very short time make this one of the most delightful features of the Park.

At the Canadian Niagara works the Company have graded and drained the roadways to the north and west of their power house, and completed the surfacing of the grounds with good soil. The macadamizing of the roadways will be done in the spring.

This company have also removed all the contractors' buildings to which reference was made in last report, and cleaned up all the grounds surrounding their power house. The temporary office building near the International Railway tracks is still needed pending the completion of the southerly half of the power station.

The electric motor ice boat of this Company did excellent service in maintaining open water in the Forebay during the winter months. Some work was done by the Company to its outer ice guards, one or two of the piers having become unstable through the heavy surging of the river against the steel fender. These were made secure and all of the piers securely bolted to the bed rock to prevent a recurrence of the trouble.

The Electrical Development Company has made great progress in cleaning up about its power house during the year. All the cribbing, puddling, etc., of the main and subsidiary diverting dams has been removed from the river, and the great quantities of materials used in these temporary works have been disposed of or destroyed; the bed of the river leading to the forebay was also cleaned out and all obstructions to the free flow of water or floating ice into this outer forebay removed. The newly made ground above and below the power house has all been graded to the approved levels and all that portion north of the building has been covered over with good soil. The area occupied by this Company for the tunnel shaft, near the intake of the International Railway Company has also been levelled, covered over with good soil and is ready for planting in the spring.

In constructing the conduit through which the electricity generated in the power house is taken through the park to the transformer station it was necessary, in order to cross the pipe lines of the Ontario Power Company to raise a part of the conduit above the ordinary surface level of the Park; where this has been done the Company have been required to mound over the raised portion, and advantage was taken of the great quantities of waste material removed from the diverting dams to form a broad enbankment with easy slopes on either side, this embankment can be made to form a good feature in the lay-out of this part of the grounds. Late in the season the Company were given permission to construct a connection from this main conduit at a point immediately in rear of the Company's temporary office building to the south end of the Canadian Niagara power house. This connecting conduit being wholly underground does not interfere in any way with the permanent improvement of the surface.

A very important work undertaken by this Company for which approval was obtained, was the re-location of the tracks of the International Railway in front of their power house, the object being to adjust the alignment and grades of road and railway to harmonize with the lines and levels of the building as constructed. The change involved a large amount of excavation, and the reconstruction of a double track railway from the Dufferin Islands to the Canadian Niagara intake, a distance of nearly half a mile. This work has all been completed by the Company and has greatly improved the appearance of this part of the Park.

In the outlying portions of the system many permanent improvements have been made during the year. The iron pipe railing which protects the edge of the cliff overlooking the river in front of the City from the Park as far as the railway arch bridge, has been extended northwards for over 1,200 feet, and is to be continued as far as the Whirlpool. As this portion of the City is being rapidly built up and a great many visitors are taken to view the rapids and the Whirlpool from the numerous points of vantage at the very

edge of the precipice over the whole distance, the need for protection was urgent.

At Whirlpool Point the roof of the rustic shelter, which was originally of elm bark, required renewal. Tongued and groved boards were substituted as being more weatherproof. The temporary wooden structures built by the lessees of privileges at this point are not at all in keeping with the dignity of the Park and should be replaced as soon as possible by a permanent building of a character in harmony with the standard adopted by the Board for the Niagara Falls Park.

The great number of excursionists who now visit Queenston Heights every summer have on several occasions suffered much inconvenience from inadequate shelter accommodation; a new building was therefore erected for this purpose, the site selected being to the west of the Monument where a commanding view of the Niagara River and surrounding district may be enjoyed. The walls of the new shelter are of boulder stone construction to a height of three feet above the floor level where they finish in a broad cut stone sill course, the upper part being supported on posts. The roof is covered with stained shingles and the ceiling is of oil finished, matched pine. The cement floor has been smooth finished for dancing. As the outside dimensions of the building are 60 x 30 feet, it will afford shelter in case of storm to a large number of visitors. A new path has been constructed to the building from the main driveway and another short path leads from the building to a small pavilion where clear cold water from Brock's spring may be had in abundance.

Half way down the eastern escarpment of the heights is the site of the half moon battery which played such an important part in the engagement of 13th October, 1812. It was on reaching this point that General Sir Isaac Brock first became aware of the occupancy of the Heights by the invading forces, and at this point Lieut.-Col. Macdonell, his A.D.C., was mortally wounded. The Lundy's Lane Historical Society, having received permission to place a memorial at the spot, took advantage of the visit of the 41st Regiment of Brockville, a city named in honor of Sir Isaac Brock, on the 6th July last to erect a bronze commemorative tablet on the spot. An interesting military ceremonial was observed, a large number of spectators being present from both sides of the river. The inscription on the tablet, which is secured to a cairn of granite boulders, is as follows: —

Site of

REDAN BATTERY.

Near this spot Lieut.-Col. John Macdonell, Attorney-General of Upper Canada, was mortally wounded, 13th October, 1812.

At Niagara Glen a new rustic summer house has been erected near Fisherman's Eddy and two others at interesting points on the bank of the river in order to afford shelter in case of storm. The principal stairway leading down the face of the cliff will require renewal in the spring.

On the upper Niagara River nothing was done towards widening the roadway or protecting the river bank until late in the season, when the destructive effects of the storm water necessitated the going on with the stone protection work. It was found that at one point no less than six feet of the bank had been cut away by the effect of one storm, and in some instances

trees of substantial growth were torn away, the high water softening the ground about the roots and the wind completing the mischief. It was found that at none of the points where stone protection has heretofore been placed was any damage done to the bank, and it is most desirable that the remaining portion of the shore where erosion is threatened or is in progress should be given protection at the earliest possible moment. Severe storms usually occur late in the fall or early in winter, as after ice forms along the shore the banks are in a great measure protected until the spring floods, when the moving out of the ice is apt to cause much damage.

The worst storm we have experienced in this section for many years occurred on the 21st of January, 1907, when the wind attained a steady velocity of over 60 miles an hour on Lake Erie, and gusts of 90 miles an hour were reported from the observing station at Buffalo. This unusually severe storm overturned the steel flag staff at Fort Erie Park, which had been anchored to masses of concrete. As much of the metal in the overturned staff was twisted a new one had to be provided. This has been made 70 feet in place of 100, and the legs have been very firmly secured.

As no protection had been provided in this much exposed park for visitors, a new open shelter building has been erected at a convenient point within the lines of the fortifications. It is 12-sided, 37 feet in diameter, and has pedimented porch entrances on four sides. The posts are all supported on concrete piers, the high pointed roof is shingled, the ceiling of narrow-width pine finished in oil, and the floor of concrete surfaced with cement.

The trees and shrubs planted out on the grounds about the old fortifications have already greatly improved this southern terminal of the Park system, and a few years' growth on the trees will greatly enhance the improvement. Unfortunately the foreshore in front of the reservation is not under the jurisdiction of the Park authorities, and the lake shore road, which is the only means of communication available excepting for a short time in midsummer, when the ferry railway is running, is always in a very bad state of repair. As the Board have control of practically all the shore of the Niagara from the village of Fort Erie to Niagara-on-the-Lake, it would appear desirable that this short reach between the village and the fort should also be placed under their jurisdiction and the proposed boulevard along the river shore from Niagara Falls have a fitting terminal at the Old Fort Park.

The uneven gravel bottom of the swimming pool at the Dufferin Islands was gone over and the whole space given a good covering of sand; suitable approaches from the level of the bank were also made. During the hot weather large numbers of boys and girls enjoyed the bathing, one of the Constables being always in charge. It was found that the area of the pool was too small and many of the boys complained that the depth was insufficient for diving. Both the size and depth should be increased before the next hot season.

Attention must again be drawn to the very meagre greenhouse equipment which has heretofore been provided for the Park. As the heavy construction work in connection with the Electrical Development and Ontario Power Companies is now practically over for the present, the time would appear to be opportune for the commencement of a comprehensive series of houses worthy of the Park and Province. The Chief Gardener has already secured a large number of rare and valuable plants, which even now make a very attractive showing, but the available space for their display is so crowded that none of the specimens can be developed to perfection, and it is quite out of the question to increase the collection until more is provided.

The propagating houses are also rather small, as greater demands will in future be made upon them to furnish stock for brightening up about the new power house buildings.

The number of visitors to the Park during the year was in excess of former years. Owing to the cold, wet, backward spring (we had frost in the Park up to the night of the 21st May), the season for excursion travel opened late, but in July and August very many church and society picnics were held. As usual the combined picnic of the Hamilton and Brantford grocers, which was held in the 17th July, drew the largest crowds, it being estimated that over 10,000 were in attendance on that occasion. Unfortunately, two very heavy thunder storms came up during the day which marred the pleasure of the visitors, but owing to the extensive shelter accommodation which has been provided, in which the new buildings at Rambler's Rest and Inspiration Point, although not fully completed at the time, greatly aided, comparatively few suffered much inconvenience.

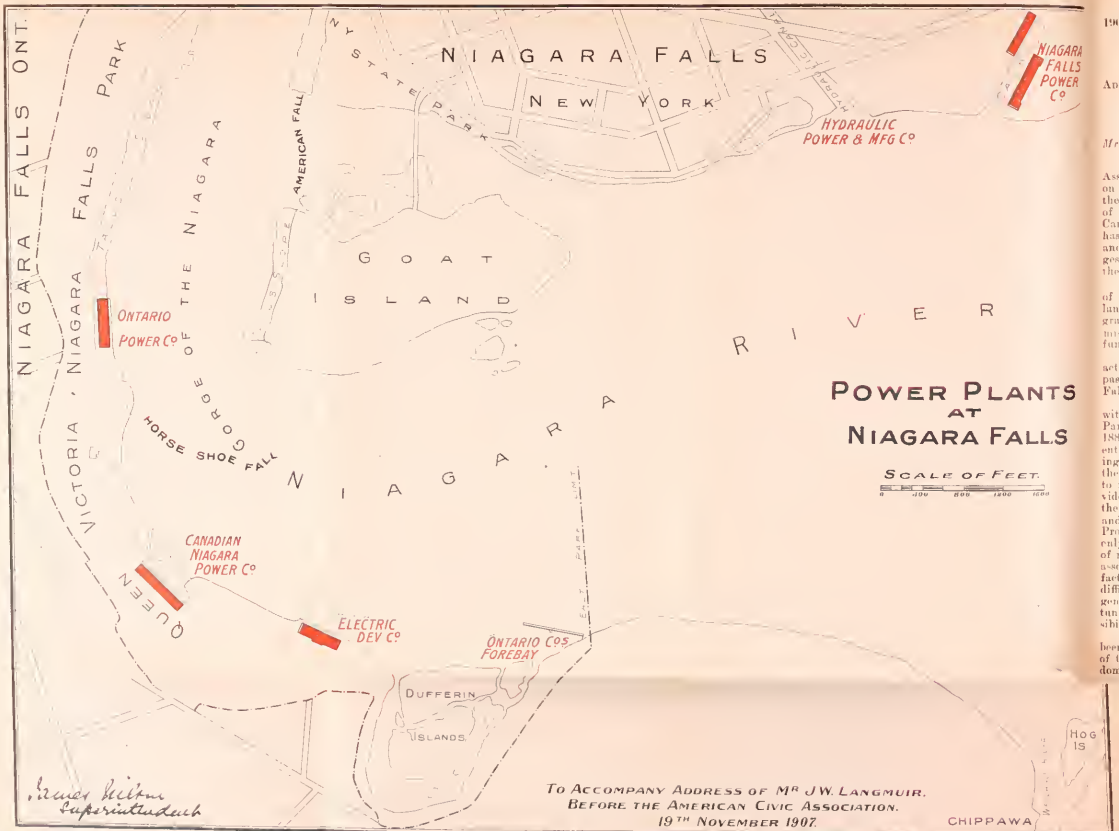
An interesting experiment was made during the late autumn in respect to keeping down the dust on the Park driveways. As the result of many experiments made for this purpose in Europe good effects have been obtained from using Westrumite, a preparation of liquid asphalt, named after the inventor. Two applications were given the roads, which sufficed to entirely lay the dust for a period of nearly six weeks, during which time no sprinkling with water was required. As the experiment was made too late in the season to test its efficiency in very hot weather it is proposed to repeat the trial of this method next year.

As the Administration building containing the new general park offices is far removed from the city water mains and without sufficient fire protection, arrangements have been made with the Ontario Power Company whereby a sufficiently large high pressure supply will be available for this building for fire purposes.

All the usual works of maintenance have been carried on in the several divisions of the Park throughout the year, much attention having been given to keeping the lawns and grassy spaces properly mowed, and the roads and paths well trimmed and surfaced. The lawn tennis grounds have been much used and at least two additional courts, preferably of hard clay, should be provided. The cricket crease has also been of great service, while the ball field has been kept continually in use throughout the year, frequently several matches being played in one day; as there is no space available for another ball field north of the Falls, one should be made near the old gravel pit as soon as the grounds at that point have been fully graded and restored.

All of which is respectfully submitted,

JAMES WILSON,
Superintendent


NIAGARA FALLS ONT.
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NIAGARA FALLS
OF THE NIAGARA
NY STATE PARK
AMERICAN FALL
NIAGARA FALLS
NEW YORK
HYDRAULIC POWER & MFG Co
NIAGARA FALLS POWER Co
GOAT ISLAND
ONTARIO POWER Co
RIVER
POWER PLANTS AT NIAGARA FALLS
SCALE OF FEET.
0 400 800 1200 1600
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GORGE
NIAGARA
QUEEN
CANADIAN NIAGARA POWER Co
ELECTRIC DEV Co
ONTARIO Co's FOREBAY
DUFFERIN ISLANDS
HOG IS
CHIPPAWA
Superintendent
TO ACCOMPANY ADDRESS OF Mr J.W. LANGMUIR.
BEFORE THE AMERICAN CIVIC ASSOCIATION.
19TH NOVEMBER 1907.

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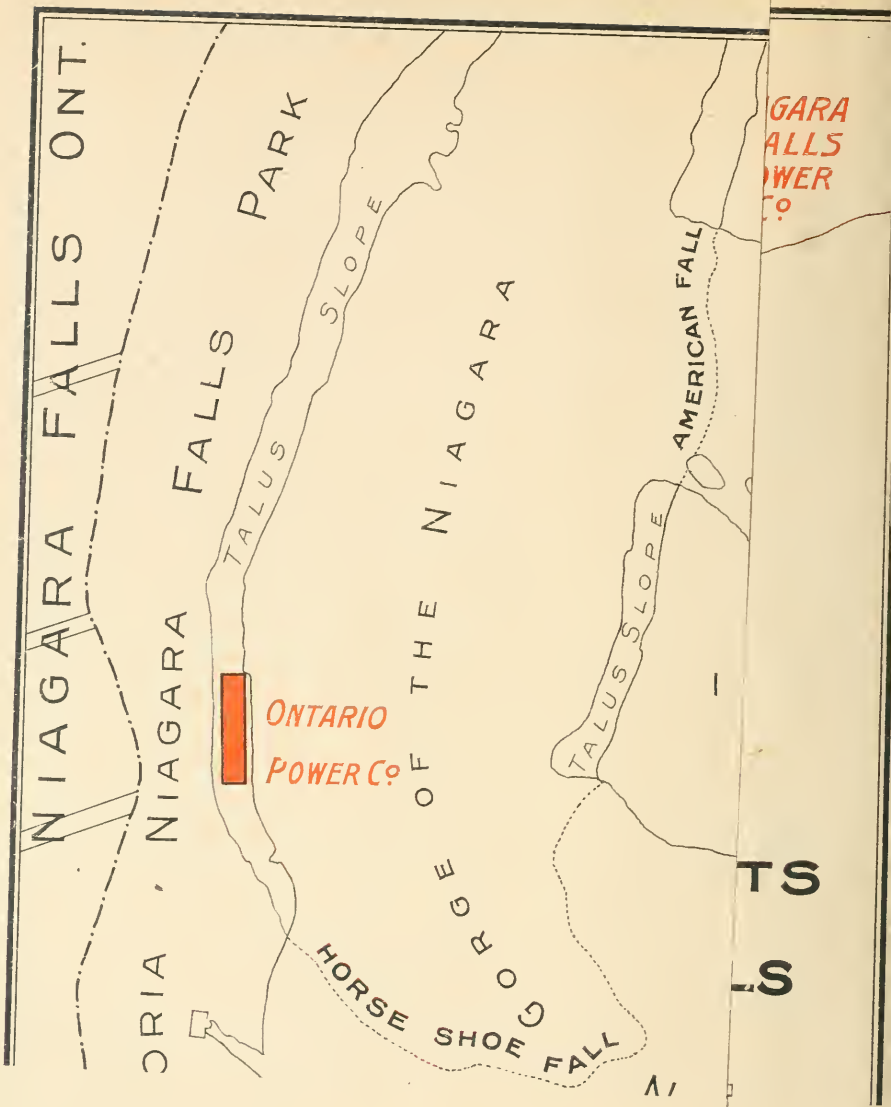

APPENDIX B.

ADDRESS GIVEN BY MR. J. W. LANGMUIR, CHAIRMAN, COMMISSIONERS QUEEN VICTORIA NIAGARA FALLS PARK, BEFORE THE AMERICAN CIVIC ASSOCIATION AT ITS ANNUAL GENERAL MEETING HELD IN PROVIDENCE, RHODE ISLAND, 19TH NOVEMBER, 1907.

Mr. Chairman, Ladies and Gentlemen:

I had the honor of addressing the American Park and Outdoor Art Association, the distinguished parent of the American Civic Association, on the occasion of their visit to the Queen Victoria Niagara Falls Park on the 8th July, 1903, when I had the privilege of presenting a brief resumé of the circumstances which led up to the establishment of the Park on the Canadian side of Niagara Falls. It is perhaps unnecessary to repeat what has passed into history that to Lord Dufferin, Governor-General of Canada, and Governor Robinson of the State of New York, is due the honor of suggesting, in 1876, the advisability of setting aside the lands on both sides of the Falls for National Parks.

The suggestion was at once acted upon by the Legislature of the State of New York, which, with commendable zeal and generosity, purchased the lands selected for expropriation, and since then has continued to make liberal grants for maintenance and improvement, thus entirely relieving the Commissioners of the Reservation from all anxiety in respect to the raising of funds for the establishment and maintenance of the Park.

On the Canadian side, however, several years elapsed before definite action was taken, and it was not until 1885 that the Legislature of Ontario passed an Act "For the Preservation of the Natural Scenery of Niagara Falls."

This Act provided for the appointment of three Commissioners charged with the duty of selecting lands in the vicinity of Niagara Falls suitable for Park purposes. The Commission reported the result of its labors early in 1887, when a further Act was passed by the Legislature creating a permenent Board of Commissioners, approving of the lands selected and empowering the Commission to acquire the same and to issue debentures in payment thereof. It was, however, left to the Commission to devise plans not only to meet the large annual outlay for interest on the debentures, but to provide the means for maintaining and improving the property. When to this the further condition was attached that the Park was to be free to the public and that it was not in any way to form a charge upon the public funds of the Province, it will be seen that the task imposed on the Commissioners was not only one of considerable magnitude, but that it also involved the solution of many problems of a rather intricate character, which are rarely, if ever, associated with the establishment or maintenance of a public Park. The fact that the problems to be dealt with were complex, and the surrounding difficulties serious, should perhaps furnish the Commissioners with a plea for generous consideration on the part of their critics or at any rate an opportunity of being fairly heard before being adjudged unmindful of the responsibilities connected with the important public trust placed upon them.

With this short preface, I shall now briefly review the work which has been accomplished by the Commission, first outlining the location and extent of the properties now included in the Queen Victoria Niagara Falls Park domain.

First what may be described as the Park proper, which embraces all the territory on the Canadian side of the Falls, extending from the Clifton

House one mile north of Table Rock to the head of the upper rapids, a distance along the river of about two and a half miles, and embracing all the land between the top of the high bluff which forms a distinctive natural boundary on the west and south, down to the water's edge. This territory comprises about 200 acres and includes all the chief points from which a near view of the Falls, the river immediately below and the rapids above the Falls can be obtained, and also contains the beautiful group of islands at the head of the rapids now known as the Dufferin Islands. Of these lands the northerly portion, comprising about 100 acres, has been restored and brought to a highly finished condition. The southerly portion of the original Park, however, owing to the extensive works for the utilization of the water power, is still in process of development and will require a year or two more before it can be brought to a state bordering on completion.

Had the energies of the Commissioners been confined to the original Park much more might have been accomplished in the twenty years which have elapsed since the acquirement of the property. Only a few years, however, had passed after the organization of the Commission when the Government, recognizing the desirability of making the Park system at Niagara Falls as complete as possible greatly enlarged its area by transferring to the Commissioners some of the unpatented lands of the Crown belonging to the Province lying along the course of the Niagara River. The Dominion Government also granted to the Board leaseholds of all the military lands held by it at Queenston Heights and Fort Erie, and some lands at points of special interest were acquired by purchase, so that at the present time the Park has an aggregate area of nearly eight hundred acres. This ideal territory practically commands the Canadian shore of the Niagara River from Lake Erie to Lake Ontario, a distance of some thirty-three miles, with a series of improved parks at old Fort Erie, Niagara Falls, Niagara Glen and Queenston Heights, at each of which points much has been accomplished in improving the landscape views, and in providing facilities for the comfort and convenience of visitors.

Notwithstanding this greatly enlarged Park area and the increased financial burdens thereby placed upon the Board for its development and care, no assistance whatever has been granted by the Legislature of the Province, and the entire cost of developing, improving and maintaining it has of necessity fallen upon the Commission which has in so doing incurred and made provision for an expenditure of practically $1,000,000, without increasing the original bond issue of $600,000. This statement naturally leads up to the question, how were the funds raised by the Commissioners to enable these expenditures to be made? which question I shall answer as briefly as possible.

When the original Park was opened it was found that the chief railway station was over two miles distant from the Falls with no adequate means for the conveyance of visitors to the Park, nor was there any transport connection with the steamers crossing the lake from Toronto, except by a train service which landed excursionists on the American side remote from the park. Owing to the great length of the territory it was therefore considered essential that a convenient and economical means of reaching the park and of viewing all points of interest along the Niagara River (every portion of which is full of historic interest and scenic grandeur) between the navigable waters of the upper River at Chippewa, and steamer connections with Toronto at Queenston should be provided. This requirement led to the granting of a franchise for an electric railway through the park and extending in either direction to the points named, to accomplish which the Commissioners provided the right of way as well as the use of sufficient water from the

river to furnish power to run the railway. For this franchise the Commissioners receive an annual rental.

The second privilege granted was for taking visitors behind the Sheet of Water, which has been an established privilege on both sides of the river for many years; to this was added the providing of refreshments for visitors, from which a revenue also is obtained.

The third franchise sought was for the use of a small portion of the water power of the Falls for generating electricity for commercial purposes. As works for the production of this comparatively new form of energy were then being carried out on a very large scale on the American side of the river, the Government decided that it would be in the public interest to grant the application, and the Commissioners accordingly entered into an agreement with the Canadian Niagara Power Company for the construction of works, but under the most stringent regulations governing their location and character and for the payment of substantial rentals. For various reasons, financial and otherwise, the work was delayed, and it was not until the development on the American side had sufficiently advanced to demonstrate the possibility of transmitting electric power on a commercial basis to points remote from the Falls that operations were begun on the Canadian side.

The successful operation of the American works and the great advancement made in the development and transmission of electricity created a lively interest in hydro-electric work generally, and strong demands were made on the Commissioners and the Government by a second group of capitalists for a similar franchise to be exercised in competition with that granted to the Canadian Niagara Power Company. After due consideration the Government decided to grant this application and the Commissioners executed an agreement with the Ontario Power Company subject to all the restrictions and regulations contained in the agreement made with the Canadian Niagara Company. The works of these two Companies were only well under way when a third application was made for water power privileges—this time by a Canadian Company which claimed that as the rights previously granted were being exercised chiefly by United States capitalists it would be unjust to Canadian enterprise if it was debarred from the benefits which were expected to flow from the carrying out of these large electrical projects. Acting on instructions from the Government, the Commissioners called in experts to examine and advise as to the physical changes which would be likely to follow should this additional franchise be granted. As the experts reported that the flow of the river would not, in their opinion, be materially reduced by the abstraction from the river, at the location proposed, of the stipulated quantity of water desired, the Government decided to grant the application and the Commissioners entered into an agreement similar to those before referred to, with the Electrical Development Company, and work thereon was immediately begun.

It is chiefly in respect of the granting and carrying into operation of these franchises that it is alleged by some that the Commisioners have laid themselves open to adverse criticism. It may at once be admitted that, owing to the magnitude of the works, and the enormous quantities of material and machinery exposed to view during the period of construction, the æsthetic features of Niagara and its surroundings may at times have appeared to be in jeopardy, but in this connection I may be permitted to quote the ancient Scotch proverb, "Gouks and bairns should ne'er see things half done."

There are doubtless some present on this occasion who will recall the somewhat strong ground I felt compelled to take when I addressed the members of your Asociation in 1903 in refutation of all charges of desecration.

I then ventured to predict that when the various works in progress were completed it would be found that not only would no violence be done to the scenic beauty of the great Cataract, but that its immediate surroundings, as well as the great extent of territory which has from time to time been placed under the control of the Commissioners, embracing the westerly bank of the River from Lake Erie to Lake Ontario, would be restored and converted into one continuous and unrivalled series of parks and resorts for the recreation and enjoyment of the people.

Four years have gone by since that statement was made and I think it may fairly be claimed by your Associatoin and the public at large that the Park Commission should justify or at least offer a fair explanation of their acts, so far as they affect the scenic beauty of the Falls and its surroundings. I will, therefore, ask your attention to a brief comparison of the conditions which existed at that time with those which obtain to-day.

On the occasion of your visit in 1903 the greater part of the surface of the Park proper south of what was then known as the Museum was torn up by the excavations connected with the gigantic operations of the three power development companies and was also being used for the storage of great quantities of materials and machinery required for the works and buildings. Now all of these works, which have occasioned an outlay of nearly twenty millions of dollars, have been practically completed; the debris has been removed and the greater part of the disturbed surface has been graded, covered with soil and seeded down, while extensive areas have already been planted with trees, vines and shrubbery. Advantage was taken of the surplus material removed from the underground excavations to carry on works of restoration and improvement which otherwise might have had to be deferred for years, such as the filling in of low swampy places and the reclamation of shallow portions of the river bed, thereby not only increasing the park area but providing new vantage points for viewing the Gorge and the Falls. In carrying out this work the westerly margin of the Horse Shoe Fall, which, owing to the falling away of large masses of rock in the centre of the fall, had become permanently unwatered, exposing the rock formation and unsightly boulders which had long been part of the river bed, has been entirely reclaimed and brought to the general Park level. The new territory has been protected by a very substantial revetment wall finished with an ornamental stone and iron panelled parapet, and new walks and drives have also been constructed.

At the Dufferin Islands a large portion of the original water-way had shallowed to such an extent that it was deemed best to entirely change the physical features of that portion of the Park by forming several new Islands. There has also been constructed around the great bend of the river at the Dufferin Islands a substantial driveway which affords a splendid view of the waterscape and of the charmingly wooded bank surrounding the Island.

These surface changes and additions to the Park have all been accomplished through the granting of franchises to the Power Companies in the operation of which enormous quantities of excavated material were placed at the disposal of the Commissioners and used in the manner indicated.

The buildings erected by the several Power Companies for their power stations are considered by competent authorities to be models of artistic design and fitness for the positions they occupy in the Park, and although these structures have not been completed to the full length designed, still the foundations in each case are finished, and when the superstructures are extended very little disturbance of the Park surface will take place.

The only other constructions of the Power Companies in the Park are the Screen and Gate House of the Ontario Power Company at the Dufferin

Islands, and the Overflow and Entrance buildings of the same company near the Administration buildings. In two instances advantage has been taken of these structures to secure elevated promenades from which the public may obtain most excellent views of the Falls and Upper Rapids.

It gives me much pleasure to publicly state that in the construction of all these buildings the Power Companies have promptly responded, irrespective of cost, to the architectural demands of the Commission in order that as little violence as possible should be done to scenic features of the Park.

During the past four years the Commissioners have also erected appropriate and much needed Park structures. The old Museum building, which was formerly used as a restaurant, has been taken down and a commodious Administration building and Refectory has been constructed of native boulders and of unique design. Permanent shelters of the same material and design have been erected at Inspiration Point and Ramblers' Rest, and a new ornamental gateway and railing have been provided for the entrance of the Park at the Clifton House. At all the outlying Parks permanent improvements have been carried out and a great deal of work done in order to afford every convenience to the numerous visitors.

The long reach of the river bank between the villages of Chippawa and Fort Erie has been in a large measure protected against erosion by stone riprap and a beginning has been made towards forming a broad and well made Boulevard along this magnificent stretch of water.

At old Fort Erie a handsome Monument has been erected to the brave men who fell in defence of that important post in the War of 1812-14, and the territory about the old Fort, which was in a very neglected condition, has been brought into the Park and is now well cared for.

Coming now to a consideration of that phase of the subject involving the withdrawal of water from the river for commercial purposes, and the probable effect such withdrawals may have on the grandeur and scenic beauty of the Falls, it is most important that the facts should be clearly stated and the probable changes carefully analyzed.

The flow of the Niagara River was accurately determined by the United States Engineer Corps in 1900 to be at mean or average level of Lake Erie about 222,400 cubic feet per second, all of which with the exception of a small quantity taken by the Schoellkopht Company passed over the American and Horse Shoe Falls. Since the survey was made the Chicago Drainage Commission has, up to this time, permanently diverted to the Mississippi River system over two and a quarter per cent. of the entire volume and the power works on the Welland Canal have diverted about a quarter of one per cent., so that the mean water now entering the river at Buffalo may be assumed to be not over 216,800 cubic second feet. This amount, however, must be further reduced by the drafts made by the Niagara Falls Power Company and the Hydraulic Power and Manufacturing Company on the American side, making the entire flow of the river at the head of Goat Island 202,000 cubic feet per second.

Of this quantity it is estimated that about 20,000 feet per second passes into the channel to the north of Goat Island and on to the American Fall, and 182,000 feet enters the main or Canadian channel where further drafts are made for the Canadian Power plants, reducing the present flow over the crest of the Horse Shoe Fall to 175,000 cubic second feet. It is in respect to this present flow over the two Falls that all comparisons of the probable physical changes which may result from the further withdrawals of water for power purposes should be made. In this connection it may be well to point out that the works on the Canadian side, being located below the parting of the waters at the head of Goat Island, cannot in any way affect the

flow into the American channel, while the further withdrawals of water by the works on the American side will draw upon the whole river—but as the Canadian channel is deep and the current strong, while the American one is quite shallow in comparison, any substantial reduction in the level of the river will necessarily affect the flow in the American channel to a much greater degree than in the Canadian. In making comparisons and estimates I have assumed this to be the case beyond all reasonable doubt.

Of the two companies on the American side taking water for power purposes, one has completed its installation and presumably will not require water in excess of what is now being taken; the other is rapidly enlarging its plant and will probably within another twelve months or so complete its undertaking and withdraw its full permissible quota of water.

On the Canadian side none of the Companies have completed their authorized installations, and some years will probably elapse before the whole quantity of water required for their operations is taken.

I am not fully informed respecting the further diversion of water by the Chicago Drainage Canal, but I understand that its ultimate requirement will be 800,000 cubic feet per minute or over 13,000 cubic second feet, which, if all withdrawn, will make a permanent reduction of about four per cent. in the present outflow of Lake Erie.

Should the maximum amount of water required to operate these various power works to the full extent authorized be used a carefully prepared estimate would appear to show that there would be a reduction in the flow over the American Falls of fourteen per cent. and over the Horse Shoe Fall of nineteen per cent. This reduction in the flow, however, will probably extend over a period of ten or twelve years approximately as follows:—

Year.	American Fall.	Horse Shoe Fall.
1907	20,000	175,000
1908	19,300	170,000
1910	17,200	160,000
1920	17,200	142,000

It is of course largely a matter of opinion how the further withdrawal of fourteen per cent. from the present flow over the American Fall and nineteen per cent. from the Horse Shoe will affect the present scenic grandeur of the two cataracts. As has been pointed out the channel on the American side of Goat Island delivers all the water entering it to the American Fall, none being abstracted in the channel itself for power purposes, and the lessened flow which will be distributed evenly over the whole length of the Fall, will not in my opinion be very noticeable at ordinary mean stages of lake and river level.

In the Canadian channel the conditions are somewhat different as water in large quantities will be taken at four distinct points along the shore. From an examination of the map which I shall submit and a knowledge of the currents it will, I think, be obvious that in addition to a general diminution of the volume taken above the head of the channel the water taken at the upper or Ontario Power Company's intake only will affect the flow towards the American side of the Canadian channel. The other intakes being near or below the apex of the Horse Shoe and the strike of the current naturally tending strongly towards the Canadian shore the water taken by these works will not affect the flow to the American side of the channel to any appreciable extent.

The chief effect to be apprehended, therefore, will be in relation to the body of water flowing close to the Canadian shore, where the water at the present time is deep and swift all the way from above the head of the rapids to the Cataract with the exception of the approach to the crest of the Fall where it becomes shallow near the shore line for a short distance. While it is difficult to forsee the precise change which will result, I am of the opinion that in all probability the water at the western extremity of the Horse Shoe will be appreciably lowered so that the density of the curtain of falling water may approximate to that of the American Fall instead of flowing full and strong as at present, and that towards the certre of the Horse Shoe, where the volume of water is now greatest the change will gradually become less observable until shallow water at the eastern end of the Fall is met with where probably a slight diminution of the flow will be noticed.

So far I have only dealt with the abstraction of water by the Chicago Drainage Canal and the five companies which are now engaged in developing electrical power at Niagara Falls. There are, however, at least six other companies that have received charters to take water either from the Niagara River or from Lake Erie, three of these being on each side of the International Boundary Line, but none of the companies have seriously commenced construction operations. As none of these inchoate companies are restricted in the quantity of water which may be taken for their purposes it is quite impossible to foretell what the effect upon the Falls would be should any or all of these franchises be actively exercised. Should their operations be carried on upon such a scale as to take in the aggregate as much water as will ultimately be needed to provide for the full requirement of the works now in active operation the flow over the American Fall, owing to the shallowness of the channel mouth, would undoubtedly be reduced to a very small proportion of its present volume and the Horse Shoe Fall would probably be lessened one-half. If, therefore, these charters are all permitted to become operative the scenic effect of the American Falls will be almost entirely destroyed and the force and granduer of the Canadian Falls most seriously impaired.

It should be borne in mind that the works now under construction provide for an ultimate output of nearly 700,000 electrical horse power and should this enormous supply in time prove insufficient to meet the public requirements it is quite feasible to satisfy further demands without materially injuring the Falls by granting privileges in the lower river where, both above and below the Whirlpool, advantage may be taken of the physical characteristics of the Gorge to generate power upon a very large scale and under very favorable conditions.

In closing I have only to add that it is of vital importance that no further grants of water for commercial purposes should be made until it is definitely ascertained, from actual observation, what effect the full authorized withdrawals by Power Companies now in active operation will have on both American and Canadian Falls. And, if the Falls of Niagara are to be saved and passed down from generation to generation as a sacred heritage it is imperative that the franchises granted on both sides of the River, but in respect of which no construction work whatever has been commenced, should either be cancelled, or, failing that, restricted to the use of such volume of water as will not impair the beauty and grandeur of either Fall. I sincerely trust that this Association will exercise its great influence in bringing public opinion to bear in securing these most desirable results.

APPENDIX C.

TEXT OF AGREEMENT MADE WITH THE ELECTRICAL DEVELOPMENT COMPANY OF ONTARIO, FOR CONSTRUCTION OF CONDUIT, 30TH AUGUST, 1907.

This agreement made this thirtieth day of August, 1907, between the Commissioners for the Queen Victoria Niagara Falls Park, acting herein on their own behalf and with the approval of the Government of the Province of Ontario and hereinafter called "The Commissioners" of the first part, and the Electrical Development Company of Ontario, Limited, hereinafter called the "Company" of the second part.

Whereas the Company have applied to the Commissioners for permission to transmit electric power generated by the Company at their works within the Park to the Power House of the Canadian Niagara Power Company within the Park for a period of three years to begin from the first day of November next as hereinafter specified, the transmission of such power to be by means of a conduit to be constructed within the Park as hereinafter specified.

And whereas the Commissioners have laid the application of the Company before the Government of Ontario and have obtained the approval of the Government to proceed with negotiations in the premises subject to the approval and ratification of an agreement for transmission of electric power as aforesaid by the Legislature of Ontario as hereinafter specified, and of such amendment as to the terms and conditions of said agreement as the Legislature may require or impose.

Now therefore this agreement witnesseth; reference being made to the map or plan marked "Q" attached to and made part of this agreement and identified under the common seals of the parties respectively:

That the Company, subject to the conditions, stipulations and provisoes hereinafter contained, may proceed forthwith to construct the following works, namely:

(*a*) To construct an underground conduit or line of tile ducts surrounded by concrete from the existing manhole of the Electrical Development Company at or near point "A" on plan to the existing manhole of the Canadian Niagara Power Company at point "E" on plan.

(*b*) To construct concrete manholes on chambers at the points "B" "C" and "D" on plan, such manholes to be wholly underground but with access thereto through trap doors covered with heavy cast iron plates placed even with the surface of the ground.

(*c*) To construct a tile drain underneath the line of conduit with a suitable and proper outlet.

(*d*) To lay lead covered cables within the ducts for the purpose of transmitting electric power from "A " to "E" on plan.

(*e*) All the works aforesaid to be done under the supervision of and to the satisfaction of the Superintendent of the Park.

(*f*) The Company to the satisfaction of the Commissioners to level off and re-surface the grounds disturbed by the construction operations, and grade and resurface the same with good top soil for a space of twenty feet on either side of the centre line of the conduit.

(*g*) The works of construction to be begun forthwith and the whole to be completed on or before the first day of November next (1907), in respect of which completion time shall be of the essence of this contract.

The Company undertakes to furnish to the Commissioners half yearly on the first days of May and November in each year, the first whereof being the first day of May, 1908, a verified statement of the electrical horse power transmitted by the Company through the conduit or conduits hereinbefore described during the preceding half year.

And it is also stipulated that the Commissioners may instruct their Superintendent to view at any time the instruments of measurement of the Company for measuring the electric power transmissible under this agreement, and if any question or dispute arises in respect of such return or of any statement delivered at any time by the Company to the Commissioners in respect hereof the High Court of Justice shall have jurisdiction to hear and determine the same and to enforce the giving of the information required.

In respect of all the rights and authorities which the Commissioners by this agreement have conferred or agreed to confer upon the Company to exercise in and about the execution of the works to be constructed and operating or working the same, and of all other matters herein agreed upon, the Company will indemnify the Commissioners in respect of the exercise of the said rights by the Company and will hold them safe from any liability to any persons whomsoever.

Provided also that these presents are not to be construed as expressing or implying any covenants by the Commissioners for title or quiet possessions.

And in the event of any claims or demands aforesaid being referred before or in any tribunal whether in a Court of Law or by proceedings of arbitration against the Commissioners or for the Commissioners or in their name, the Company undertake and agree to intervene on behalf of the Commissioners and defend the same or take such action in the premises at the cost and charges of the Company; the Commissioners hereby conferring upon the Company all such rights and powers to act in their name and in their behalf in the premises or to confer such other and further rights and powers as may be required by the Company and necessary.

The parties hereto shall use their best endeavors to procure and either party hereto may apply to the Legislature of Ontario at its next Session for an Act of the Legislature to ratify and approve this Agreement and that the action of the Commissioners in pursuance of the terms of this agreement is on behalf of His Majesty.

Nevertheless this agreement shall be void if no Act be obtained in the premises in the next Session of the Legislature of Ontario to the effect aforesaid and the Company thenceforward to cease using or operating the said works and the transmission of electric power thereby and remove the said works and grade and restore the grounds as hereinafter specified.

In the event of no Act being obtained at the next Session of the Legislature of Ontario in relation to this agreement as hereinbefore mentioned, or at the termination of the term of three years hereby created by effluxion of time, or other cause, the works constructed in pursuance of this agreement shall be upon one month's notice in writing given by the Lieutenant-Governor-in-Council or by the Commissioners to the Company removed and taken up by the Company and the ground levelled and graded to the satisfaction of the Commissioners and resurfaced with good top soil for a space of twenty feet on either side of the centre line of the conduit, and if the said works

constructed in pursuance of this agreement be not removed and the grounds levelled and resurfaced in compliance with the said notice, then the said works shall be removed and grounds levelled and resurfaced by the Commissioners, the cost and expense whereof shall be borne by the Company and may be recovered by the Commissioners in an action or actions at law.

It is agreed by and between the parties hereto that neither the execution of this agreement nor any operation thereunder nor its approval and ratification by the Legislature of Ontario or as the same may be thereby varied shall be construed as in any way constituting a waiver or suspension of any right of the Power Company or any right of the Commissioners under the Statutory Agreement dated 29th January, 1903, and hereinbefore mentioned, or as in any way affecting the terms and conditions of the said Statutory Agreements made between the Commissioners and the Power Company.

The Company undertake covenant and agree that they will not during the currency of this agreement, or of any extension hereof, do or suffer, any act by which the jurisdiction or control of the Legislature of Ontario in respect of their undertaking shall be excluded, ousted, lessened or impaired, and in particular that they will not seek for powers from or place themselves under the jurisdiction or control of any Parliament or Legislature other than the Legislature of Ontario, and that they will not after the expiration of this agreement, or any such extension, use this agreement, or anything contained in, done under or in consequence of said agreement, or of such extension, in or towards excluding or ousting, or lessening, or impairing the control of the said Legislature in respect of the Company's undertaking or for the purpose of seeking for powers from or placing themselves under the jurisdiction or the control of any Parliament or Legislature other than the Legislature of Ontario.

In witness whereof the Corporate Seal of the Commissioners hath been hereunto affixed in certification of due execution hereof by the Commissioners and the Electrical Development Company hath affixed its Corporate Seal—the execution in both cases being on the day and year first aforesaid.

The Commissioners of the Queen Victoria Niagara Falls Park,

(Sgd.) George H. Wilkes, *Acting Chairman.*

(Seal).

The Electrical Development Company, Limited,

(Sgd.) Henry M. Pellatt, *President,*

H. H. Macrea, *Secretary.*

(Seal).

REPORT

OF THE

Minister of Public Works

FOR THE

PROVINCE OF ONTARIO

FOR THE YEAR

1907

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REPORT

OF THE

MINISTER OF PUBLIC WORKS

FOR THE

PROVINCE OF ONTARIO

FOR THE YEAR ENDING 31ST DECEMBER, 1907.

To His Honor Wm. Mortimer Clark, K.C.,
Lieutenant-Governor of the Province of Ontario.

Sir,—I have the honor to submit to you, as required by statute, the annual report on all works under the control of the Public Works Department, comprising the reports of the Deputy Minister, the Architect, the Engineer, the Superintendent of Colonization Roads, and the Accountant and Law Clerk, for the year, 1907.

I have the honor to be,
Sir,

Your obedient servant,

J. O. Reaume,
Minister of Public Works.

Department of Public Works,
Toronto, 1st February, 1908.

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REPORT

OF THE

Deputy Minister of Public Works.

Toronto, February 1st, 1908.

Honorable J. O. Reaume,
Minister of Public Works, Ontario.

Sir,—I have the honor to transmit to you the accompanying reports of the several officers and branches of this Department. Among the more important architectural works of the year, have been the completion of two buildings in connection with the Woodstock Epileptic Hospital, each with a capacity for eighty patients. A farmer's residence has also been erected at this institution. The Penetanguishene Asylum has been extended by reconstructing one of the older buildings , and converting it into a residence, fully equipped in every way, for the accommodation of two hundred patients. Important extensions and alterations were made at the Normal and Model Schools in Toronto; also at the Normals Schools in London and Ottawa. The capacity of the Agricultural College has been increased by an addition to the main building.

New registry offices have been constructed at Sault Ste. Marie and at Port Arthur. A new gaol was built at Gore Bay, and additions were made to the gaol and registry office at Parry Sound.

The usual repairs and works of maintenance and improvement have been carried on at Government House; the Parliament Buildings; Brockville Asylum; Hamilton Asylum; Kingston Asylum; London Asylum; Mimico Asylum; Woodstock Asylum; Orillia Asylum; Penetanguishene Asylum; Mercer Reformatory; Osgoode Hall; the Deaf and Dumb Institute at Belleville; the Institute for the Blind at Brantford; the Agricultural College; and to the various court houses, gaols, etc., at Bracebridge, Huntsville, Parry Sound, and throughout the Districts of Muskoka, Nipissing, Parry Sound, Algoma, Thunder Bay and Rainy River.

The new normal schools at Hamilton, Stratford, Peterboro', and North Bay have been in course of construction during the year, and good progress has been made. These buildings are designed in the style of Italian Renaissance, and will be well equipped in every particular. Provision is made for manual training rooms, gymnasium, library and reading room, chemical laboratory, art rooms, domestic science rooms, and assembly hall, in addition to class and lecture rooms and offices.

A court house is in course of erection at Sudbury, for the newly created judicial district of Sudbury. This building is Italian Renaissance in design, with gabled wings. The main entrance is in the centre and is approached by a portico of Credit Valley stone. The walls for a height of eight feet

above the grade line are of local quarry stone; the remainder of the building being of red brick, ornamented with Credit Valley stone. The building contains offices for crown officials, a court room, judges' and barristers' rooms, gaol, a room for the magistrate, offices for clerks, and appartments for the caretaker. Plans and specifications have been prepared for a registry office, of a design to harmonize with the court house.

The survey of the proposed colonization road along the north shore of Georgian Bay, has been completed between Sudbury and Blind River. The survey has been carried out with a view to easy gradients, suitable to a wagon road, the avoiding of swamp land unfavorable for the construction of a road, the procuring of suitable road building material, the reaching of fertile areas along the route, and serving of the population as now established. The line is for the most part, parallel to the Canadian Pacific Railway, and forms a means of reaching the various stations on that railway, connecting the roads which join it from the north and south. The road, when built, will be serviceable in giving a choice of markets and shipping points to the settlers north and south of the Canadian Pacific Railway. Paralleling as it does, the north shore of Georgian Bay, it necessitates the crossing of numerous rivers, and the construction of a considerable number of bridges. A number of these have already been built to accommodate local traffic, and in the construction of bridges now in hand, the final completion of this road has been kept in view.

A notable bridge on the line of this road, constructed during the past year, is that over the Sauble River at Massey Station. This is a monolithic concrete arch of 94-foot span, and 154 feet in length over all. It is a handsome structure of good design, and the great durability and permanency will make it, in a term of years, very economical, as the cost of maintenance will be small.

A bridge also on this road, constructed during the past year, is that over the Spanish River at Webbwood. This bridge has a central 170-foot span, and two 50-feet end spans. The central span is 30 feet above ordinary water level, to permit navigation of the river. The bridge is of steel with concrete sub-structure. A bridge has also been commenced over the Spanish River at Massey, and is in course of construction. This bridge will have one 128-foot span and four spans of 105 feet each, with a 30-foot clear headway for navigation. A steel bridge is in course of construction, with concrete piers and abutments, at Espanola. This bridge will have two spans of 120-feet each. At Thessalon, a bridge was built with steel superstructure on pile abutments, of 100-foot span. Over Goulais River, a bridge was built consisting of two 102-foot steel spans, with concrete sub-structure. The Larchwood Bridge has a span of 123 feet, and is of steel superstructure with concrete abutments. The Wabigoon bridge, completed during the year, is a timber trestle 810 feet long.

The construction of a bridge has been commenced over the Mississauga River at Simpson's Island. It is to be of three steel spans of 120 feet each, on a concrete sub-structure. A bridge constructed at Mattawa consists of one 110-foot span and one 112-foot span, and has approaches and central fill, 463 feet in all. These bridges are of steel on concrete abutments, and with concrete floors. Bridges were constructed at Eau Claire, over the Amable du Fond River, one 54 feet in length, and the other 58 feet in length, both on concrete abutments. The length of the old bridges was reduced by a filling 266 feet in length. A bridge, in course of construction, crossing the West Arm of Lake Nipissing in the Township of McPherson, is 1,325 feet in length and consists of a 320-foot trestle, and the remainder stone filling.

In the Temiskaming District, a bridge was built over the La Blanche River at Tomstown, of three spans with a total length of 314 feet. A bridge was built over the White River in Marter Township; another on the Pacaud boundary; and several on the Round Lake Road.

A timber bridge was built over the Still River at Byng Inlet; another at Trout Creek; another on the Alsace Road in Himsworth Township; another over the Black Creek in Gurd Township; and another at Commanda A steel bridge on a concrete substructure, of 80-foot span, was built over the Magnetawan River at Kearney. In the Township of Ryde, an 80-foot steel span on concrete substructure was built at Housey's Rapids.

Some dredging was completed on the Indian River, near Port Carling, and progress made in dredging Kemp's Channel between Bala Park and Acton Island, to improve navigation on the Muskoka Lakes. The wharf at Port Carling was extended, and the canal improved. At Port Sandfield the swing bridge and canal were repaired. Improvements were made to the locks and dams at Magnetawan, and to the steamboat channel on that river, between Burk's Falls and the Village of Magnetawan. Lockmasters returns on these waters show as follows:—

At Port Carling,—3,927 steamers, 936 small boats, 804 scows, and 126 rafts.

At Mary's and Fairy Lakes Lock,—423 steamers, 133 small boats, 138 scows, and 71 rafts.

At Magnetawan,—1,045 steamers, 100 small boats, 388 scows, and 56 rafts.

Railway extension throughout the Province was carried on actively during the year, but was restricted to some extent by bad weather, and difficulty in procuring labor. The Kleinburg-Sudbury branch of the Canadian Pacific Railway has been completed, from Craighurst to Bala, and the remainder of the line is making good progress. A branch has been completed from Guelph to Goderich, and double-tracking has been in progress between Fort William and Winnipeg. No new branches have been constructed by the Grand Trunk Railway, but double tracking of the older lines has been carried on to some extent.

The line of the Canadian Northern Railway from Toronto to Sudbury is nearing completion, and requires only the connecting links of bridges over the French River. Branches to the Township of Hutton, and to Key Inlet are also nearly completed. Progress has been made by this company on the Ottawa-Hawkesbury line.

The Central Ontario Railway was extended during the year, and construction is being continued. Extensions have been made on the Algoma Central and Hudson Bay Railway; the Manitoulin and North Shore Railway; and the Michigan Central Railway system is being double-tracked at certain points.

The Temiskaming and Northern Ontario Railway, owned and operated by the Province, has been completed to the Town of Englehart, and 113 miles additional are now in progress of construction. When carried to a junction with the Transcontinental Railway in the Township of Lamarche, this road will be 252 miles in length north from North Bay, terminating within 200 miles of James Bay. The survey of the Transcontinental Railway has been completed across the northern part of the Province, a distance of 758 miles. Construction is in progress from the Manitoba boundary eastward, and from the Quebec boundary westward. It is expected that the Lake Superior Branch of the Grand Trunk Pacific Railway will be completed during the summer of 1908.

Assistance to land drainage under the Provincial Drainage Aid Act, 63 Victoria, Chapter 8, was granted to works in the Townships of Cavan, Mersea, and Sombra. A considerable area of swamp land was wholly reclaimed; the total area benefited amounting to 19,379 acres.

The work of constructing colonization roads was actively carried on during the year. In all, 265 miles of new road were opened, and 944 miles of improvement made to roads which had been previously opened. The principal single work of the year comprised the opening of what is known as the "Larder Lake Road" from Boston Station on the Temiskaming and Northern Ontario Railway to the North West Arm of Larder Lake, a distance of 18 miles. The entire road was cleared to a width varying from 40 to 60 feet. Ten miles were drained and graded 20 to 24 feet wide, and the remainder was made serviceable as a winter road. Bridges were built at White River and Boston Creek.

The difficulties of constructing a new road through this entirely new country, are much more serious than in a country which has been cleared and occupied. Drainage is the fundamental requirement for any good road, but in a heavily timbered country, especially where the land is flat, outlets for drainage are very often hard to obtain. The vegetable mould and growth which covers the surface of the ground is weak and yielding when wet, and until this becomes incorporated with the stronger soil thrown up from the sub-grade, it is extremely difficult to maintain a firm surface in wet weather. In consequence it cannot be expected in New Ontario that the roads now being built will at once become good roads for fall and spring traffic, as the process is one which under the circumstances referred to, time only can complete.

The demands of Northern Ontario for colonization roads, are increasing with the growing population of that country and the development of the mines. As an agricultural country, Northern Ontario, heavily timbered, is less attractive to the average settler than the plains of the North West, which are ready to be turned by the plough. In order that Ontario may compete, therefore, with the North West, it is essential that at least passable roads precede the occupation of the land, as the hardships of pioneer life are, under any circumstances, of a trying nature. Increasing knowledge of the agricultural areas of Northern Ontario is every year augmenting public faith in that country as a future farming district of importance, but occupation and development is not likely to proceed more rapidly than the opening of means of communication for intending settlers.

The Legislature, at the Session of 1907, passed the first Colonization Road Act, which has definitely laid down a policy for the construction of these roads. A portion of this Act provides for a plan of municipal aid to townships in colonization road districts, whereby township expenditure for important works would be supplemented by a Provincial grant. The plan thus established has been received by the northern incorporated townships with much favor, and they have displayed a commendable desire to participate in the work of constructing roads, rather than, as heretofore, depending wholly on Provincial grants.

I have the honor to be,
Sir,
Your obedient servant,

A. W. Campbell,
Deputy Minister of Public Works.

REPORT OF THE ARCHITECT.

TORONTO, January 1st, 1908.

To the Hon. J. O. Reaume,
Minister of Public Works, Ontario.

SIR,—I have the honor to submit my annual report on the various works under the Architect's branch, during the year, 1907.

GOVERNMENT HOUSE.

The kitchen, scullery, pantries, hall and servants' rooms located in the wing building have been painted, etc. Repairs were made to the heating plant and plumbing appliances. Repairs were made to the furniture and some new furniture supplied. Repairs were made to the roofs and the snow removed from same when necessary. The benches in main conservatory were removed and the whole of the interior, including the floor, painted. The green-houses were kept in good order, repairs being made when found to be necessary, including the woodwork, glass and painting. The heating plants in these buildings were also kept in good order. Repairs were made to the cornices to roof of stewart's cottage, and the woodwork painted. Repairs were made to the Gardener's cottage, including plumbing and carpenter-work, and several of the rooms papered and painted and the house generally put in good order; the outside woodwork was painted. The old fence on the west side of the lot for a length of 162 feet was taken down and a new fence erected 12 ft. in height and has been painted. Repairs were made to stable floor and coach-house, and some painting and papering done in the coach-man's apartments. A new refrigerator has been placed in the cold storage apartment in basement and is operating satisfactorily. The work was done under the supervision of the departmental staff. The grounds, gardens, drive-ways and walks were kept in good order, the work being done by the gardener and staff.

PARLIAMENT BUILDINGS.

Alterations were made to the platform in the Legislative Chamber and the desks and seats rearranged to bring the members closer to the Speaker with a view to improve the acoustics. The seats of the members at the extreme ends of the platforms being now 12 ft. nearer to the speaker than under the former arangement. I understand the alteration has proved to be a decided improvement both as regards to sight, as well as hearing.

Alterations have been made in the north end of the east wing on the ground and first floors. The water closets which were unnecessarily large have been converted into two commodious offices on each floor with entrances from the main corridor, and the room formerly used as a lava-tory has been rearranged, giving ample accommodation for W.C.'s, lava-tories and urinals The divisions and backs are of Italian marble, the fittings being nickel plated. To give increased accommodation an addi-tional office was made in the southeast intermediate section of the building on the first floor by dividing with a partition the large room in the Attorney General's Department and the room formerly occupied by the Clerk of the House as a bedroom on the 1st floor, in the southwest intermediate section of the building, has been made into an office with an entrance door from the main corridor.

A glass partition or screen has been erected in the office of the Clerk of the House, and a lavatory fitted up in the inner room.

Two additional stacks of shelving have been supplied to the gallery in the Library and a small stack placed on the ground floor.

Furniture consisting of desks, chairs, linoleum, carpets, shelving, electrict fixtures, desk lamps, etc. has been supplied to the various Departments throughout the building as required from time to time.

To insure the safety of the Public and incidentally the employees, new elevators have been placed in the east and west ends of the building in place of the old ones, which had been constantly in use since 1896, and were of a design now obsolete. The new elevators are of the Full Magnetic Control Electric type, fitted with the latest safety device, automatic in operation and not dependent on the operator in the car and which ensures perfect safety under all conditions. The machines and motors operating the cars are also of the latest device and of the best manufacture. The installation was done under contract by The Canadian Otis-Fensome Elevator Co., of Toronto.

The contract for painting the walls and ceilings of corridors throughout the building has been completed by contractor A. M. Browne.

A contract was let and completed for painting the woodwork on the outside of the building, to which nothing had been done since its erection, including the cleaning and varnishing of the main and side entrances. The work was done by contractor John Stewart.

The walls and ceilings of a number of the offices were painted and considerable work still remains to be done along these lines to offices that have had nothing done to them in the way of painting since the building was first occupied. Repairs were made to the steam heating boilers, including re-tubing, etc. Owing to leakage through corrosion the draw-off pipe to the six boilers had to be removed, as the pipe runs under the floor to the drain on the east side of the boiler house, the work necessitated the tearing up and relaying of a large section of the brick floor. Repairs were made to the heating, lighting, plumbing and electric plants. Repairs were also made to the slating, copper and iron work on roofs and the roofs kept free from snow and ice. Repairs generally were made to the carpenterwork including furniture and to painting and glazing.

The plant house has been kept in good order; re-glazing, etc. has been attended to when necessary. The walks and grounds have been kept in the usual good order. All work has been done under the supervision of the Department.

Hospital for Insane, Brockville.

Plans and specifications were prepared for a greenhouse adjoining the old greenhouse, of the King construction type, on cement foundations. The building has been completed with the exception of the Heating Apparatus; the work was done by Asylum's labor under the supervision of the department.

An alteration was made to the boiler-house by extending it to receive the 100 H.P. boiler purchased last year, which has been set up and is now in commission and giving good service; considerable work was done changing steam mains and connections.

The usual repairs to brickwork, carpenterwork and roofing were made. The Gegonstrom spray bath system has been installed in two of the cottages, and the materials purchased for the other four cottages and the installation of same has been commenced.

Repairs have been made to the plumbing. An amount will be asked for in the 1908 estimates for renewals of plumbing and sanitary appliances to take the place of the old apparatus, now out of date and unsanitary.

A ventilating fan, belt driven, has been placed in the laundry, which expels the odors from the washing-room and the heat from the ironing-room. The floor of the hose tower was lowered 6 ft. to permit of hose being hung the full length.

The work was done under the supervision of the Department.

Hamilton Asylum.

The improvements in heating plant in the main building were continued. These improvements were fully described in my report of last year. The work was done under the supervision of the Department. Plans and specifications were prepared for a paint shop, which has been erected by asylum labor. Some further repairs were made to the main sewer.

Hospital for Insane, Kingston.

The Industrial Building for which the plans and specifications were prepared last year and was fully described in my report of 1906, has been completed and is now occupied by the various trades for which it was intended. The construction work was done by contractor Wm. McCartney, the galvanized iron work and metal ceilings by contractor Geo. Hentig. The heating and plumbing was installed by the engineering staff of the institution. Repairs were made to the brickwork of the east gable of the main building; some of the work that had perished and bulged out by the action of the frost was taken down and rebuilt.

Repairs were made to the roofs and drains. New grate bars were supplied for No. 2 steam heating boiler in the main boiler house. A belt driven fan has been placed in the laundry for ventilating purposes and is operating satisfactorily. The work was done under the supervision of the Department.

Hospital for Insane, London.

Plans and specifications were prepared for a brick barn, which has been erected on the north farm by contractors, the Messrs. Hyatt Bros. of London. Plans and specifications were prepared for a greenhouse of the King construction type, on cement foundations. The building has been erected and the heating apparatus is now being installed; the work was done by the asylum staff and patients of the institution. The floor of the main boiler-house, which was always more or less wet owing to the slight fall to the drain, has been raised two feet and a new cement floor laid and perfect drainage obtained. The two 100 H.P. steam heating boilers, purchased last year, have been set up and are now doing good service. A steam hot water heater was installed in the north building. The usual repairs to roofs etc. were attended to. The work was done under the supervision of the Department. The laundry building, a portion of which was damaged by fire on May 12th, has been rebuilt; the work being done by asylum labor. New dryers have been installed, also one washing machine, and the damage to hoist made good.

Hospital for Insane, Mimico.

Plans and specifications were prepared by the Department for a barn, which has been erected on the property recently purchased, known as the McNeil farm. The walls of the building are of brick, the inside framework of steel. The whole of the work with the exception of the slate roofing has been done by Asylum labor. Repairs have been made to the wharf, a cement floor laid and the wharf extended for a distance of 40 feet of cement. The work was done by contractors Fred Miller and Rutherford Cummings under the supervision of the engineer of the Department. Two 100 H.P. tubular boilers have been made under contract by the Polson Iron Works Co., of Toronto, to take the place of three old boilers, which will be put out of commission next year as being unfit for further service.

Hospital for Epileptics.

Two cottages to accommodate 80 patients in each, and the barn for which contracts were let last year, are completed. Refrigerators were purchased from and installed by the Eureka Refrigerator Co., of Toronto, and electric fixtures by contractors Wyles & Knight of Woodstock. Plans and specifications were prepared for a house to be occupied by the farmer of the institution, for a stable and coach house, a driving-shed, a silo and an ice house. The contract for the house for farmer was awarded to Messrs. Quinn and Morrison of Thamesford, and is nearing completion. The contract for the silo was awarded to Messrs Nagle and Mills of Ingersoll; the work has been completed. Tenders were received for the stable and coach house but as the prices asked were much in excess of the estimated cost, it was decided to erect this building by day's work; the building is completed with the exception of the stable fittings, which are now being put in. The driving-shed has also been built by day's work and the ice house by the carpenter of the institution. In all of these three buildings asylum labor has been used when available. Plans and specifications were also prepared for a piggery, which has been erected in a similar manner to the other buildings. The sewage works have been completed and are operating successfully. The work was done under the supervision of the Department and the clerk of works,—Mr. J. H. Beatty of Woodstock.

Hospital for Idiots, Orillia.

The underfeed stokers to steam heating boilers were repaired and automatic attachments applied. Improvements have been made in the water supply for fire protection. Formerly supply pipes only ran from the pumps to the hydrants. Pipes have been laid from the large storage tanks in the water tower to the hydrants so that should a fire occur and the pumps break down, the supply from the tanks could be utilized. A new boiler feed pump 7 inches x 4½ inches x 6 inches has been installed. Oil separators have been placed on the three exhaust lines from the two pumps and engine to permit the utilizing of exhaust steam for heating the condensed water. The work was done under the supervision of the Department.

Hospital for Insane, Penetanguishene.

Plans and specifications were prepared for a new bake shop, which has been erected at the end of the building formerly used as a gymnasium in

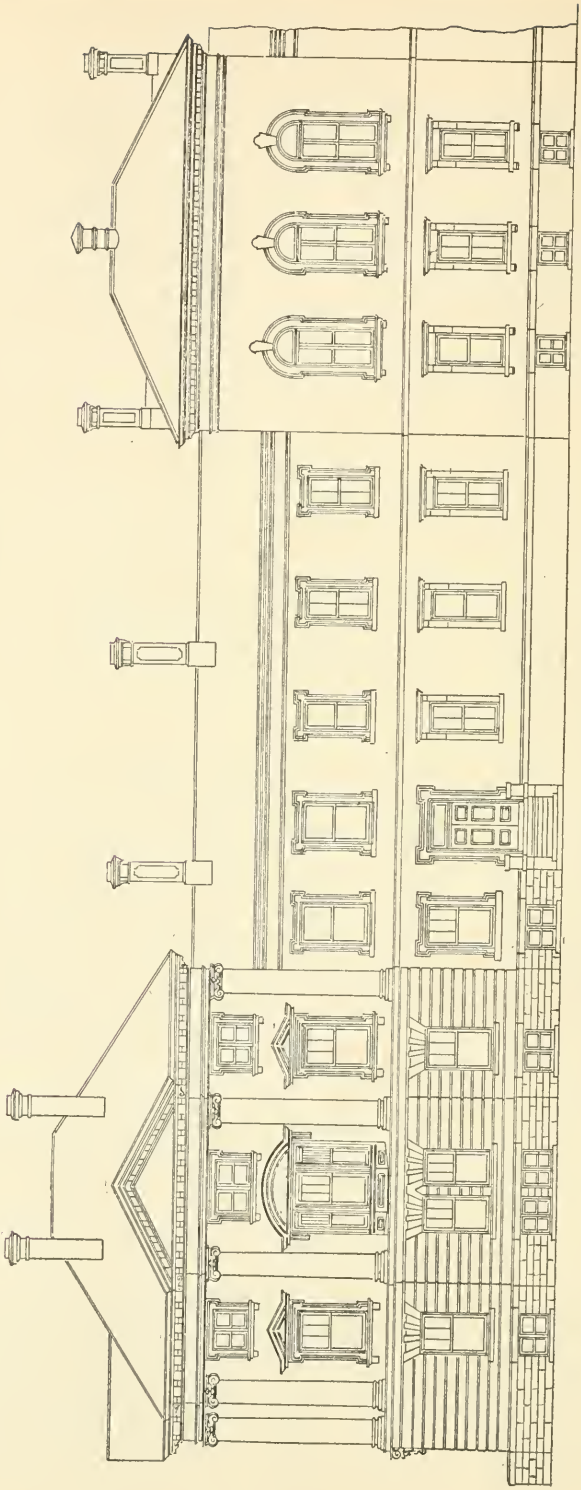
connection with the reformatory. The space formerly occupied by the bakery has been added to the kitchen, making it twice its original size. A store for flour has been provided next to the bakery. The remainder of the building on the ground floor has been converted into a carpenter-shop. A cement floor has been laid throughout the basement which will be used for storage purposes. Plans and specifications were prepared for a two-story addition to the Laundry 24 ft. x 47 ft. and an upper story to the old portion of the building. The layout of the building has been rearranged. The former ironing-room is divided into receiving and delivery rooms, a sorting room being provided as also a storeroom and lavatory on the ground floor in the addition. The ironing-room and drying rooms take up the whole of the space on the upper floor, a fire-proof room is provided for the iron heater; lavatories are also located on this floor. The additional machinery and hoist have yet to be installed. When finished this will be one of the most complete and up-to-date laundries in the Provincial Institutions. Plans and specifications were prepared for an addition to the boiler house, 60 x 42 feet. The work is nearly completed. Two 100 H.P. steam heating boilers have been installed replacing three 50 H.P. boilers, which had been condemned as unfit for further service. The work was done under contract by the John Inglis Co. of Toronto. These boilers will heat the main building, the building being reconstructed for additional patients, and the greenhouse. The installation of the new boilers, the reconstruction and rearrangement of buildings has necessarily occasioned a large amount of work in changing the old and putting in new steam mains. A wharf and boat house have been built for the accommodation of the launch, on the foundations of a dock which had been in use for a number of years.

Plans and specifications were prepared for reconstructing a building formerly used as workshop and converting it into a house, which when completed will give ample accommodation for 200 patients. The building is 100 feet in length and 40 feet in width with a wing 28 feet by 65 feet, three stories in height including basement, ground and upper floors. The lower floor is divided into smoking-room, reading-room, clothes-room, dressing-room, spray baths, wash-room, lavatories and three rooms for refractory patients. The ground floor consists of two large dormitories, four rooms for refractory patients, attendants' room, clothes-room and lavatory. The upper floor provides three large dormitories, lavatory, clothes room and attendants' rooms. Verandahs extending the full width of the building will be put up east and west ends, with entrances from the ground and first floors. The building will be electric lighted.

Repairs were made to the galvanized iron work of roofs and other repairs attended to. The work was done under the supervision of Mr. David Glassey, Clerk of Works, and the Department.

Mercer Reformatory.

A 15 H.P. engine was installed to operate the machinery in laundry to take the place of an electric motor, the expense of running same being too great. The exhaust steam from this engine is used for heating water for domestic purposes. Three new sets of grate bars were installed in the steam heating boilers. A ventilating fan has been installed in laundry and is operating successfully.



Addition to West Wing—Osgoode Hall—West Elevation.

Osgoode Hall.

Plans and specifications are being prepared for an addition to the west wing, to give accommodation for the judges of the exchequer and tenders will be called for at an early date. The Royal Coat of Arms was placed over the judges' benches in three of the court rooms. Repairs to the buildings

Addition to West Wing—Osgoode Hall—North Elevation.

were attended to, including carpenter and brick work, plumbing and steam-fitting, painting and glazing. Telephones were installed in two of the judges' rooms, furniture was renewed and repaired as required.

Normal and Model Schools, Toronto.

Plans and specifications were prepared and alterations made in the Normal School in connection with the rearrangement of class-rooms. The large class-room on the south side has been converted into a chemical laboratory, which has been fitted up with 12 chemical work tables with gas and electric connections and appliances; an apparatus case 28 ft. long has been placed on the north wall. The room formerly used as a chemical laboratory has been fitted up as a teachers' room with an entrance from the main hall, and the room off the new chemical laboratory has been changed into a preparation room. Most of the fixtures from the old apparatus room were removed to this room and additional fixtures added. The walls and ceilings of these rooms were painted. The old lockers, which occupied an unnecessary amount of space in the ladies' cloak-room and hall were removed and 200 lockers fitted up in the ladies' cloak-room, making a very complete arrangement. The walls, ceilings and woodwork of the room were painted. Forty drawing tables and a drawing-case were supplied to the drawing-class room, a book-case was supplied to the Principal's room and 14 additional seats and desks to the large class-room on the upper floor of the east wing. The walls and ceilings of the Principal's class-room and Domestic Science room were painted. Floors of two of the class-rooms in the Model School

were relaid with maple—and class-rooms painted. The woodwork was done by Contractor T. V. Gearing, and the painting by Contractor John Stewart. General repairs were made to the buildings including the Education Department Building, and the Normal and Model Schools, to the brickwork, carpenter work, plumbing and electric lighting. Electric fixtures were installed in three of the class-rooms in the Normal School. Alterations were made to the small building on the east side of the premises between the Education Department building and the Model School, formerly used as a printing shop. It has been made into a dwelling for the caretaker, who formerly occupied apartments in the basement of the Education Department.

Plans and specifications were prepared and a contract awarded to the Fred Armstrong Co. for installing a ventilation system in the Model School Building of the same device as that installed in the Normal School last year and which was fully described in my report for that year. Good progress has been made with the work, which will be completed and the apparatus will be in running order early in the season. In connection with this work, a room has been made for the engine, dynamo and fan in the basement on the south side of the building. The floors had to be lowered, the foundation walls underpinned and a cement floor and drainage laid. The work was done under the supervision of the Department.

Normal and Model Schools, Ottawa.

A large amount of work was done in making alterations in the rearrangement of class-rooms and by increasing the number of same in conformity with the scheme formulated by the Department of Education. The class-rooms at the east and west ends of the building on the ground floor were enlarged 6 ft. by removing the brick party wall and putting up a partition in the centre between the cloak-rooms and class-rooms, and a new floor laid in the class-rooms. The Principal's class-room on the ground floor has been altered to a library and reading-room, the old fixtures and seats having been removed. On the upper floor in the central portion of the building the partition between the old reading-room and class-room, and the partitions at hall on the west side were removed and new partitions with glass in upper part erected forming a large class-room and an art-room. In the west end partitions between class-rooms and teachers'-rooms were removed and new partitions erected, enlarging the class-rooms and changing teachers'-room to a cloak room. All of the rooms and halls effected by the alterations were painted and grained; new floors and teachers' platforms and blackboards were placed in the new class-rooms. Some changes incidental to the alterations were made to the steam heating and plumbing. One hundred and forty-five lockers for clothes were placed in cloak-rooms. The old seats in the science class-room were removed and replaced by 118 tablet chairs. The room at the southwest angle of the building on the upper floor has been changed to a chemical laboratory and is provided with ten chemical work tables equipped with gas connections, etc., and a case for apparatus. The walls, ceilings and woodwork of the room were painted. Plans and specifications were prepared and a contract awarded to Messrs. Garrioch & Godard of Ottawa, for the electric wiring of the Normal and Model Schools. The work is completed. The old wooden walks from the street to the front and side entrances were removed and cement walks laid in their place by Contractor Alex. Graham of Ottawa. Repairs were made to boilers and steam heating plant and plumbing. The roofs were repaired and kept free from snow and ice. The work was done under the supervision of J. D. Brown, Clerk of Works, and the Department.

Normal School, London.

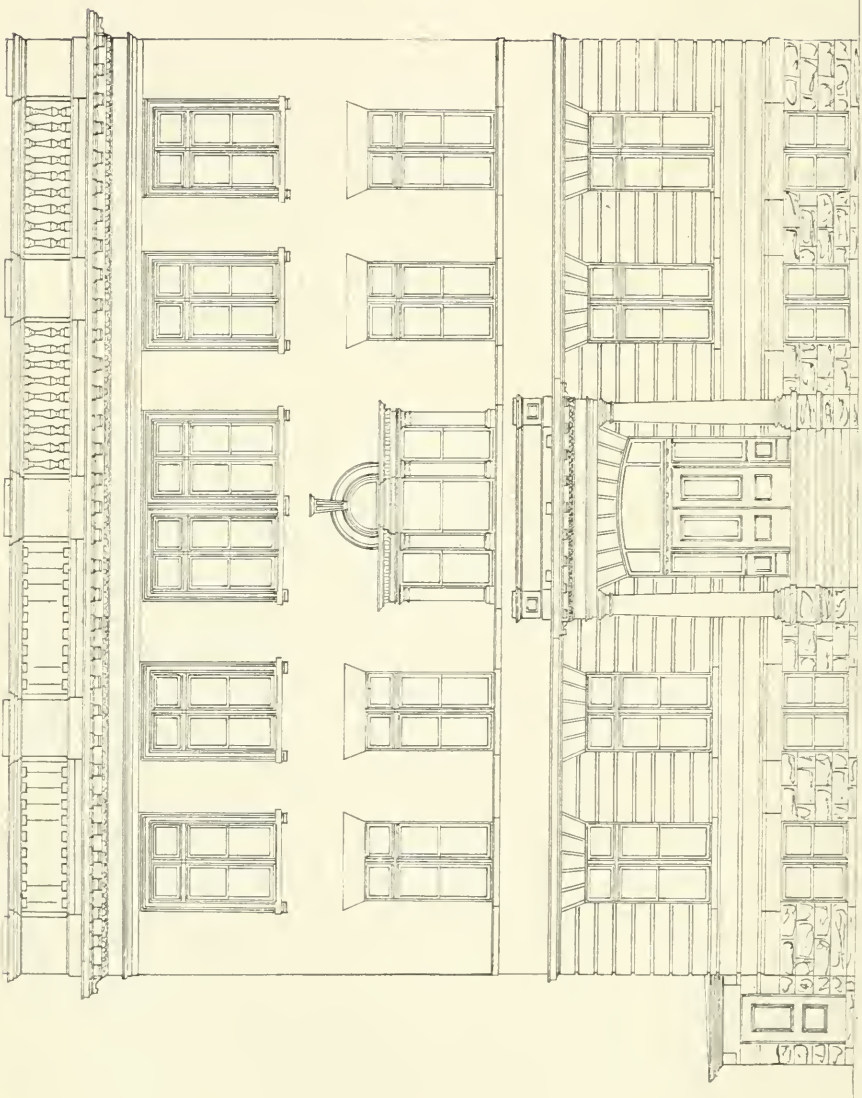
Plans and specifications were prepared for alterations to this building to provide a chemical laboratory and two additional class-rooms. The Assembly Hall, an extension in the rear of the centre of the building, has been divided into two stories. The lower story being fitted up as a chemical laboratory and the upper into an Assembly Hall with an entrance from the main corridor on the upper floor. The platform and seats were removed from the original hall and were used again in the new one. Two commodious cloak-rooms were partitioned off at the entrances to the chemical laboratory with glass in the upper part and furnished with clothes lockers, 10 science work tables were fitted up in laboratory with gas and electric connections and a large case for apparatus, and blackboards, placed in position. Electric light fixtures were also supplied. The two large class-rooms in the east and west wings on the 1st floor were divided by a partition and partitions placed at ends forming passages with entrances from the main corridor. Platforms for teachers and blackboards were placed in these rooms. The art room on the upper floor was divided by a partition, lockers for clothes were placed in cloak-rooms adjoining class-rooms, 200 lockers being furnished in all. The work was done by contractors, the Messrs. Jones Bros. of London. The outside woodwork was painted and repairs generally attended to, all under the supervision of the Department.

New Normal Schools, Hamilton, Stratford, Peterborough and North Bay.

These buildings were fully described in my report of last year. Contracts for the erection of the four buildings were awarded to Contractor S. F. Whitham of Brantford. The contract for heating, plumbing and ventilation for all four buildings was awarded to The Purdy, Mansell Co., Limited, of Toronto, and the electric wiring to The Fred Armstrong Co., of Toronto. Good progress has been made with the buildings at Hamilton, Stratford and Peterborough, all being roofed in, electric wiring installed and the heating and plumbing well under way. Considerable delay has been experienced in connection with the work of the building at North Bay, occasioned by the difficulty in obtaining suitable materials for the work and the difficulty in constructing foundations. The site upon which the building is being erected is composed of rock in the rear of the lot and quicksand in front and is no exception to all of the land upon which the town is built. A large quantity of rock had to be blasted in some parts, and to get a good foundation in other portions cement work had to be carried down to a depth of 21 ft. through the quicksand, both operations being necessarily slow. The work on the building has been stopped for the winter, the climate in that part of the country being too severe to permit of work being carried on during the winter months, materials will be delivered during the season and work resumed as soon as the weather permits. The above works are being carried out under the superintendence of Clerks of Works—Alfred Peene, Hamilton, Louis Yarco, Stratford, F. Bartlett, Peterboro, and Robert Wallace, North Bay, under the supervision of the Department.

Deaf and Dumb Institution.

Plans and specifications were prepared for remodelling the boys' lavatory and the material purchased by the Department. The work was done by the engineering staff of the Institution. Plans were also prepared for an



Hygienic Building, London.

implement shed and poultry house. General repairs were attended to; all under the supervision of the Principal of the Institution

Institution for the Blind.

Three thousand and sixteen sq. ft. of cement walks were laid under contract by The Fisher Co. of Brantford. Three hundred and ninety-five sq. ft. of cement walks were laid by the City of Brantford for which the government paid the usual proportion. The wood and galvanized iron work was painted. Some repairs were made to the brick work and other repairs attended to, all under the supervision of the Principal of the Institution.

Ontario Agricultural College.

The Farm Mechanics' Building was completed early in the year. The heating work was done by the engineering staff with the assistance of outside steamfitters and the plumbing by Contractor Frederick Smith of Guelph. The addition to the chemical laboratory is completed, the heating being done by the engineering staff and the plumbing by Contractor Frederick Smith of Guelph. An exhaust system of ventilation was installed in this part of the building by The Fred Armstrong Co. of Toronto, operated by an electric motor with ducts leading from the chemical tables and the different apartments to a main ventilating shaft. Equipment was supplied, including chemical tables, fume closets, etc. The fitting up of the laboratories involved a large amount of plumbing including sinks, lining of fume closets, gas, water and electric connections. The heating was installed by the engineer and staff. Plans and specifications were prepared for an addition to the east wing of the main building 40x52 ft., three stories in height, exclusive of the basement. The contract was awarded to The H. A. Clemens Co. of Guelph. The ground floor consists of an extension to the students' dining-room 21x37 ft. and four apartments, hall and lavatory for the janitor; 10 dormitories are located on the first floor and 9 dormitories on the second with an entrance hall on both floors, a room for the sick with a lavatory adjoining; a dumb waiter to this apartment from the ground floor is also located on the second floor. The basement is intended to be used as an annex to the laundry. The steam heating and electric wiring and plumbing was done by the engineer and staff with the assistance of two steam-fitters. The material for the steam heating and plumbing of all the above mentioned buildings was purchased by the Department by tender, the lowest tender being accepted in all cases. Plans and specifications were prepared for a coal bin 60x100 ft. to hold 3,000 tons of coal with a subway or tunnel from it to the main boiler house. This building will take the place of the old coal vault which, owing to the encroachments which have been made on it when enlarging the boiler house, and to the increased number of buildings, which are heated from it, is too small. It is proposed to utilize it for an annex to the boiler house to provide for additional boilers and machinery. The lower part of the building is 2 ft. above the ground, 14 ft. in depth. The walls are constructed of masonry, above this is brick veneered, with a flat roof high enough to permit the trolley cars to pass under the sliding doors at each end, three railway tracks run through the bin so that coal can be dumped from the cars, thus saving the labor and expense of shovelling. The contract is completed with the exception of the brick veneering, which it is not deemed advisable to do until the weather moderates.

The steel tower and tank in connection with the water supply, foundations of which were laid last year, have been completed. The work was done by The Canada Foundry Co. Four steam separators were installed to the boilers in the main boiler house and I am informed are giving satisfaction. The deck roof over the main building has been recovered with galvanized iron; the work was done by Contractor George Walcott of Guelph. The above works were carried on under the supervision of Mr. Richard Mahoney, Clerk of Works, and this Department.

Districts.

Muskoka.—Repairs were made and furniture supplied when necessary to the court house and gaol at Bracebridge and lockup at Huntsville.

Parry Sound.—Plans and specifications were prepared for a two-story addition to the gaol 26x28 ft. with a turnkey's room, hall with staircase leading to upper floor, a day-room and five cells on the ground floor. The upper floor is divided into a hall, bath-room, day-room and 5 cells, which gives a total of 26 cells in this building. The structural work has been completed and the building enclosed and the work stopped until spring.

Plans and specifications were prepared for an addition to the Registry Office. 40x23 ft. placed in front of the old building, to give accommodation for a land titles office and a larger office for the registrar. Alterations were also made to the old building. The public office and the registrar's room being changed into vaults, which are of fire proof construction. The basement under the addition is divided into boiler-room, coal and store rooms. The foundation walls have been built, and the work closed down for the winter. Contracts for both buildings were awarded to W. H. Clubbe of Parry Sound. The work is being done under the supervision of the Department.

Repairs were made to the court house at Parry Sound and to the court house and gaol at Burk's Falls.

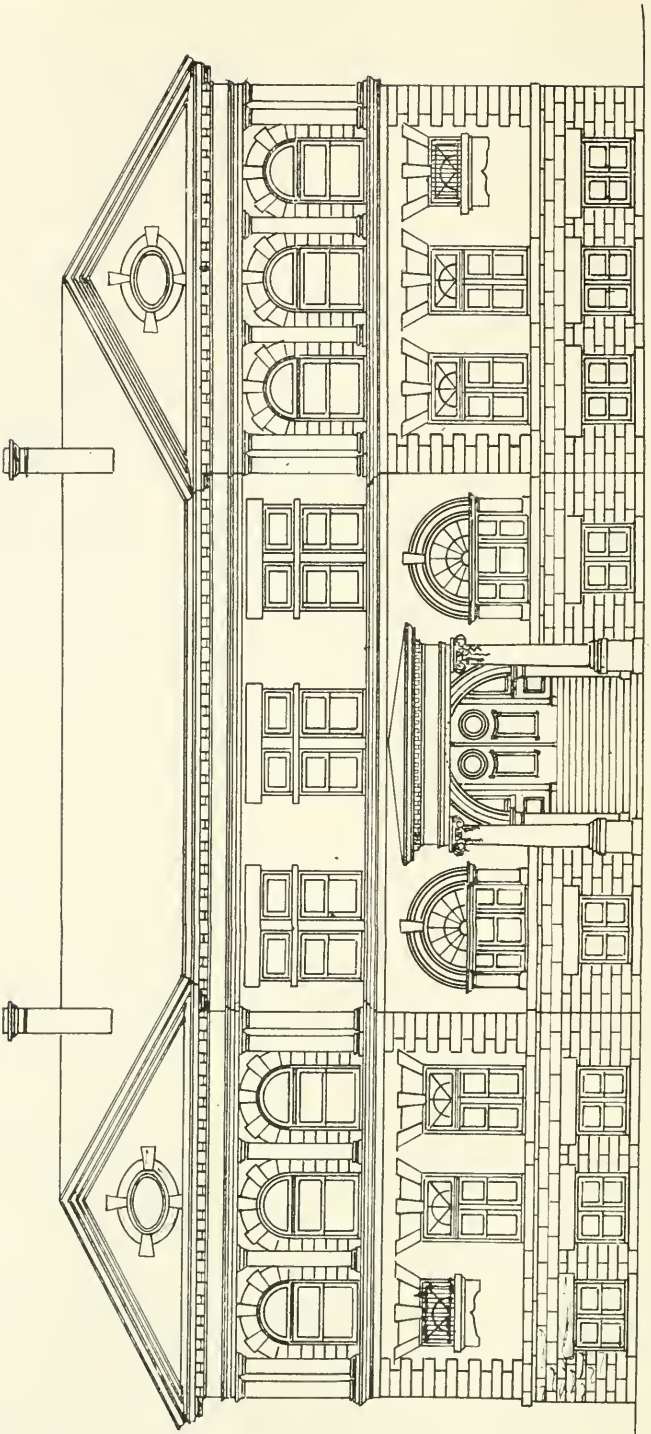
Manitoulin.—Plans and specifications were prepared for an addition to the gaol at Gore Bay, including an additional storey to the old building, which was erected in 1879. When the work was commenced, in taking down the old material it was found to be so poorly put together that it would not carry the weight that the additional storey would impose upon it. Such being the case there was no other course to pursue but to take down the whole building and erect an entirely new structure, which has been done at a moderate cost. The original plan with the addition was carried out. The materials from the old building, which were found to be good and suitable were used in the new work. The outside walls are of stone, the interior walls of brick. A hot water heating apparatus was installed by Contractor Fred Smith of Gore Bay. The new materials were purchased by the Department and the work done under the supervision of Geo. Strain, Sr., of Gore Bay. Some minor repairs were made to the Court House. Repairs were made to the lockup at Manitowaning.

Rainy River.—Repairs were made to the gaols and lockups throughout the district, and furniture supplied when necessary. The cement floor in the Registry Office at Fort Frances was repaired and storm sashes placed in the windows.

Algoma.—Plans and specifications were prepared for a Registry Office at Sault St. Marie, and the contract awarded to Contractor J. R. Sculland of that place. The building is 26x35 ft. and includes a public office and vault (fire proof), an office for the registrar and a clerk's office. The basement ex-

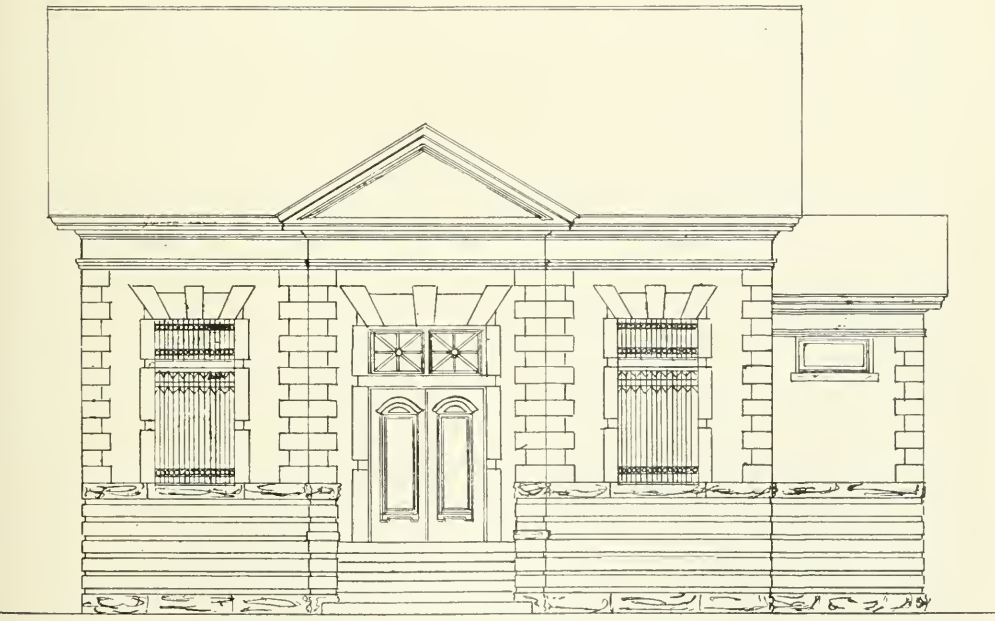
Registry Office, Parry Sound.

Registry Office, Port Arthur.



Court House, Sudbury.

Registry Office, Sudbury.



Registry Office, Sault Ste. Marie.

tends under the entire building and is divided into a boiler-room, coal vault and storage-room, a lavatory being provided off the boiler-room. The design is modern in character. The outside walls being constructed with brick and stone trimmings to windows and doors. The roof is of slate. It will be electric lighted and heated with hot water and supplied with up-to-date equipment. The structural work is nearing completion and the building roofed in. Work will be carried on when the weather permits during the winter and building completed in the spring. The work is being done under the supervision of Angus McGregor, Clerk of Works. Repairs were made to the court house and to the lockups in the district.

Nipissing.—Repairs were made to the gaol at North Bay, including the fence to gaol yard. Repairs were made to the lockups as required.

Thunder Bay.—Plans and specifications were prepared for a Registry Office at Port Arthur. The building is of modern design, 42 ft. 3 in. x 33 ft. 6 in. The walls are of stone and brick with cut stone trimmings to doors and windows. The roof is of slate. The ground floor contains a large office for the public, a copying room for clerks, a private office for the registrar, and a large fire proof vault for documents. A stairway is placed in an extension leading to basement, which extends under the whole of the building, giving ample room for storage, coal, and lavatory. The work is being done by Contractors W. E. White & Co., of Port Arthur, under the supervision of Clerk of Works C. W. Vigars.

The usual repairs to court house and gaol were made as also to the lockups throughout the district, and furniture supplied when required.

Sudbury.—Plans and specifications were prepared for a Court House to be erected in Sudbury, and the contract awarded to Mr. M. Healey, contractor, of Sudbury. The foundation walls have been built up to the grade line and the work closed down for the winter months. A quantity of materials has been placed on the ground and work will commence again as soon as the condition of the weather permits. The building is 98 ft. 6 in. in front and 43 ft. on the side with an extension in the rear of 18 ft. 6 in. x 49 ft.; is three stories in height, including the basement half of which is above the grade line. The design is characteristic of the Italian Renaissance with gabled wings. The main entrance being in the centre, is approached by a handsome portico of Credit Valley stone. The walls from the grade line to the ground floor window sills 8 ft. high are faced with rock faced coursing, the stone being procured from a quarry near the site. From the top of these sills the walls are of red brick manufactured in Sudbury. The heads, sills and trimmings to windows and doors, the string courses and caps and bases to pedestals are of Credit Valley stone, the cornice is of galvanized iron and the roof of slate. The ground floor is approached by a flight of stone steps leading to a vestibule with an entrance to the main corridor which extends the full length of the building with an exit at the west end. The offices for the Crown officials are situated in the front of the building with fire proof vaults at the extreme end. The court room is situated in the rear of the centre building with two entrances from the main corridors and an exit in the rear so that prisoners can be taken to and from the gaol without coming in contact with the public, is 30 ft. 6 in. x 40 ft. in extent, and one storey in height with vaulted ceiling lighted by a large skylight in centre. The judge's and barristers' rooms are located on each side of the court room, a public and private lavatory has been provided for in the east end of the building on both floors. The upper floor, which is approached by a central staircase and private stairway in the west end, is divided into a petit and

grand jury rooms, a room for the magistrate, offices for clerks and apartments for the caretaker. The boiler-room is located under the rear extension with coal vault adjoining it. A steam heating and plumbing plant will be installed and the building electric lighted.

Plans and specifications were prepared for a Registry Office, which is being erected about 200 ft. east of the Court House. It is designed to harmonize with the Court House. The building is 26 x 34 ft. 6 in. and is of the same general plan as the Registry Office at Sault Ste. Marie, before described.

General repairs were made to the old court house and gaols in the district. The work is being done under the supervision of Thomas Evans, Clerk of Works and the Department.

All of which is respectfully submitted,

I have the honor to remain,

Your obedient servant,

F. R. Heakes,
Architect.

REPORT OF THE ENGINEER.

To the Honorable J. O. Reaume,
Minister of Public Works, Ontario.

Sir,—I have the honor to submit the following report upon the construction of bridges; the repairs and improvements to the several locks, dams, etc., under the control of the Province; the improvement of rivers and streams and drainage works that have received aid from the Province; and the extension of railways in the Province of Ontario during the year 1907.

Bridges, Rainy River District.

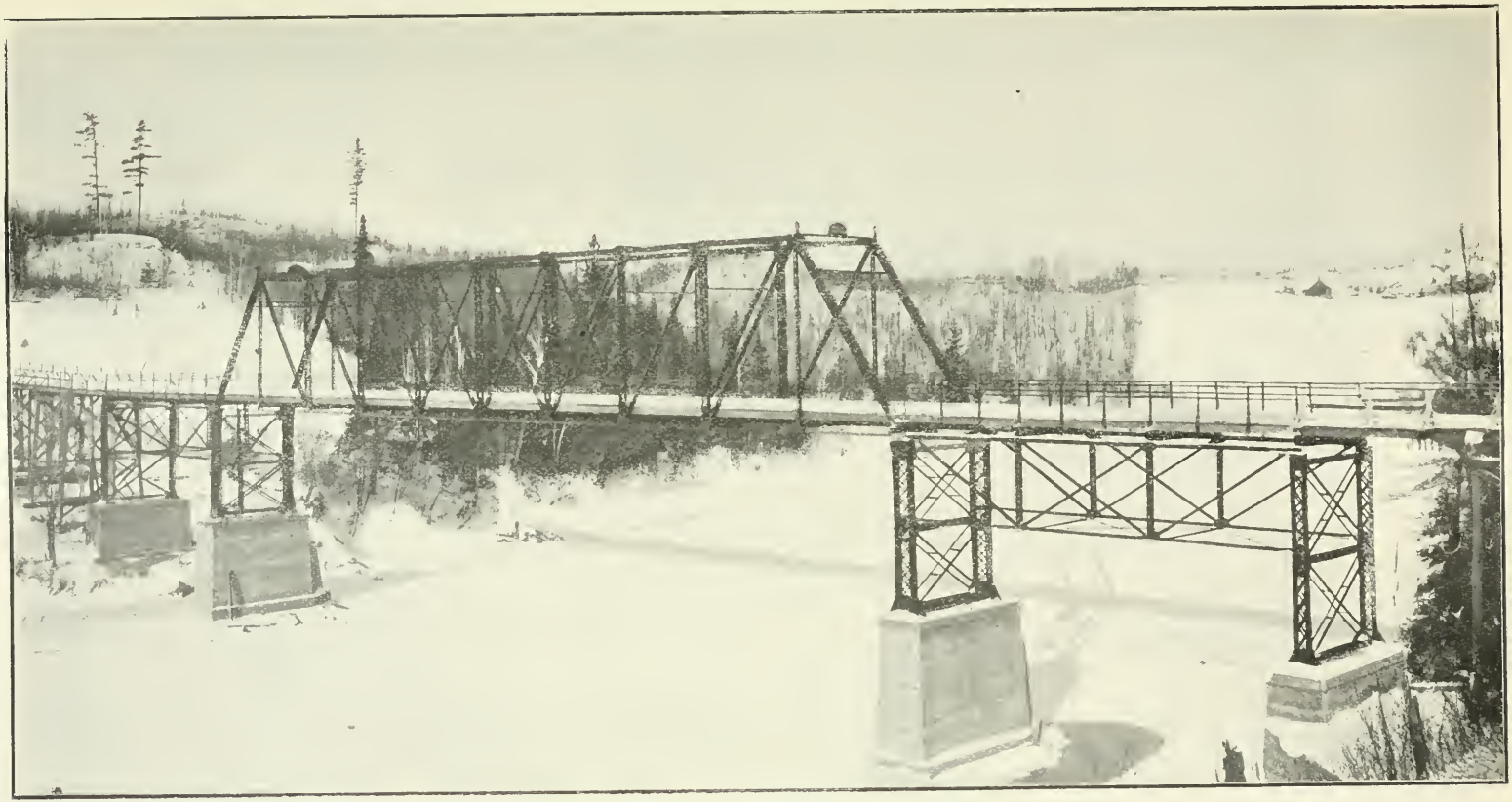
Wabigoon Bridge.—Early in the year, a substantial timber bridge was erected across the Little Wabigoon River on the road from Dinorwic Station on the Canadian Pacific Railway to Gold Rock. The bridge is built on pile trestles and has 39 spans 20 feet in length each and one centre span of 30 feet, making the total length of the bridge 810 feet. The piles are from 30 to 60 feet in length; there are four piles in each trestle. The whole is well braced with diagonal bracing, six to each section. The caps and joists are of good, heavy flatted timber, 10 inches to 14 inches thick, well secured with iron bolts. The flooring is made of hewn timber, 4 inches in thickness and from 6 inches to 9 inches wide, well spiked and all sawn in good straight line. A substantial railing of good straight poles is provided. The cost of the structure was $2,907.78. The work was done by day labor under the direction of Mr. Alex. Tourangeau, Superintendent of Bridges.

Bridges, Algoma District.

Goulais River Bridge.—The steel superstructure of this bridge, consisting of two spans of 102 feet each, 16 feet in width, and heavy enough to carry, in the future, a concrete floor, was completed and opened for traffic in the month of December, the substructure having been erected during the preceding year. The steel work was carried out by Dickson Bros., of Campbellford, at a cost of $4,625.00. The total cost of the structure amounts to $7,212.51.

Spanish River Bridge, Webbwood.—Work was resumed on the concrete substructure of this bridge in the month of June, as soon as the high water subsided sufficiently to allow work to be economically done.

The erection of the steel superstructure was commenced early in the month of August, and was completed by the end of the year. The bridge is a substantial structure, having a central span 170 feet in length, and two spans of 50 feet each. The central span has a clear headway of 30 feet above the ordinary high water of the river to permit free navigation by the large lake vessels that it is expected will ply between the ports on the great lakes and Espanola, which is situated about five miles farther up the river. These steel spans are supported on steel pedestals 21 feet 6 inches in height, which rest upon piers 17 feet in height above summer level. A timber trestle approach 140 feet in length, is constructed on the west side, and 50 feet in length on the east side. The total length of the bridge floor is 465 feet. The steel superstructure was furnished and erected by Messrs. Jenks & Dresser, of Sarnia, at a cost of $8,000. The substructure and approaches were built by men employed by the Department under the direction of the Superintendent of Bridges of the Department, at a cost of $9,713.21.



Spanish River Bridge, Webbwood, looking Northwest.

Spanish River Bridge, Webbwood, looking Northeast.

Spanish River Bridge, Webbwood, looking West.

Spanish River Bridge, Webbwood, looking East.

Re-inforced Concrete Arch Bridge over Sauble River at Massey.

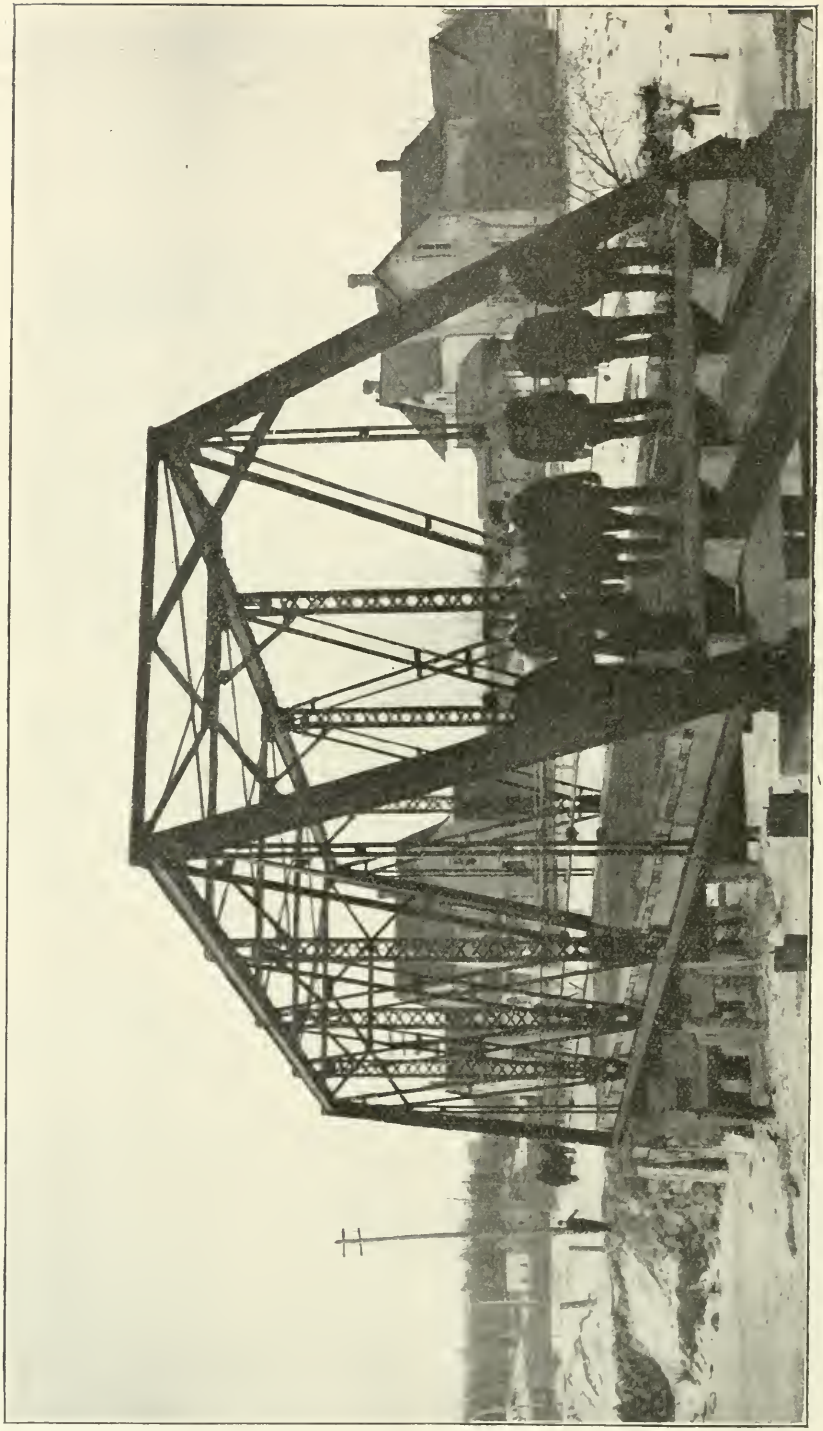
Sauble River Bridge, Massey.—An exceedingly handsome and substantial concrete arch bridge has been erected over the Sauble River in the Town of Massey. The work of erecting the plant necessary for the proper handling of the concrete, was begun early in the year; a cableway hoisting plant and concrete mixing machine were installed in the month of February, and the form work was then proceeded with in order to begin the concrete as soon as the weather was favorable for such work. The arch has a span of 94 feet, with a rise of 24 feet, and is five centred between a segment and semi-ellipse. The concrete is reinforced with nine ribs of five inch I beams. The roadway has a clear width of 16 feet. The parapet is formed of concrete with handsome pedestals and iron railing. It is a very creditable piece of work and will be a most enduring bridge, requiring no further expenditure in its maintenance. The erection of this bridge marks a very forward step in bridge construction in New Ontario, where until quite recently the only material used was the timber of the district. Timber bridges are very short lived, and after about twelve or fifteen years are a source of danger to the public. While in some localities they must still be used, the policy of the Department is to erect more permanent structures, steel superstructures on concrete piers being extensively used. Reinforced concrete arch bridges, where conditions are favorable will soon come into more general use owing to their very enduring character. The Massey arch is a splendid example of this style of bridge. The work was carried out by men employed by the Department under the direction of Mr. J. O. Coates.

Massey Bridge, Spanish River.—The large number of settlers south of the Spanish River in the vicinity of Massey, are in a condition similar to the settlers south of Webbwood, as described in the report of last year. The only means of crossing the river is by a scow ferry. This is always slow, often dangerous, and sometimes the river is quite impassable for weeks. An appropriation of $14,000 was made at the last session towards the construction of a bridge across the Spanish river at Massey to remedy this serious drawback to the development of the district. Plans and specifications for a steel superstructure on concrete piers were prepared early in the year, and a contract was awarded for the steel work to Dickson Bros. in the month of June, 1907.

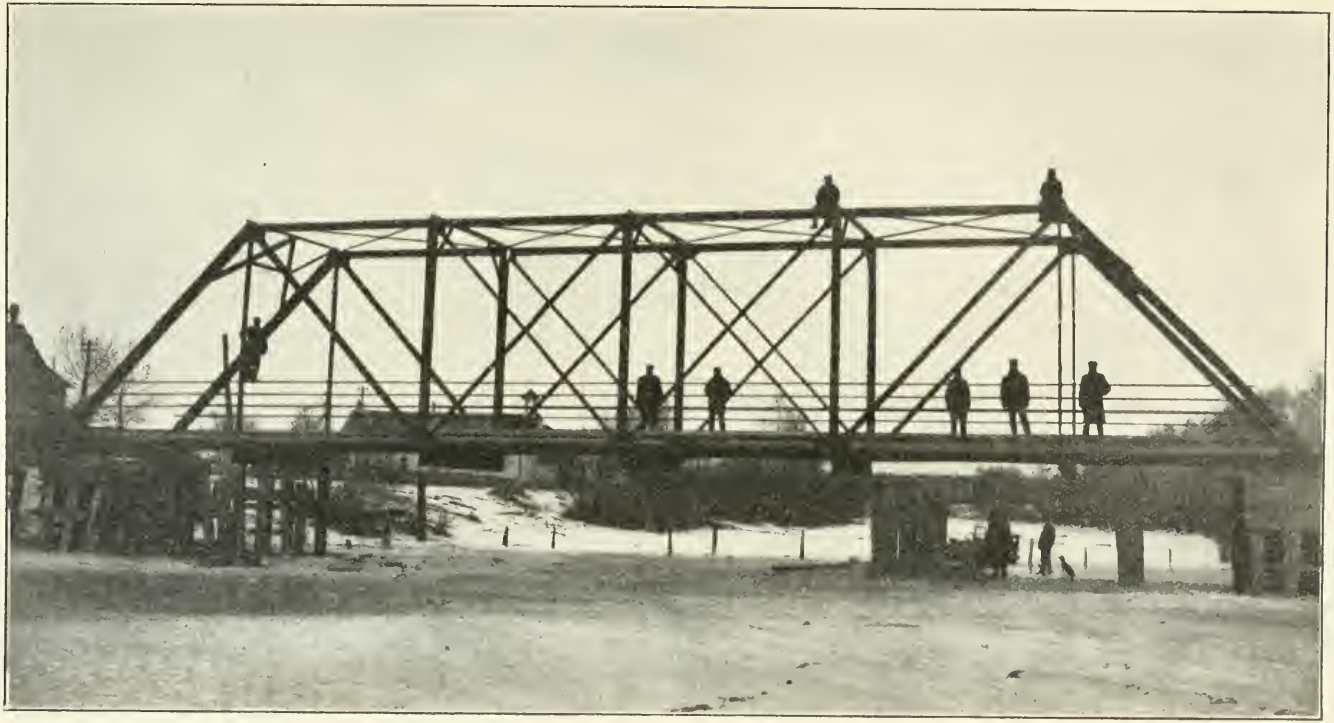
Work was begun on the concrete piers early in the month of July and they were completed ready for the steel before the close of the year. The contractors for the steel superstructure are now at work of erection, and it is hoped the bridge will be ready for use before the ice breaks up in the spring.

The bridge consists of one span 128 feet in length, and four spans 105 feet in length each; the large span is made high enough to give a clear headway of 30 feet above high water to permit vessels from the great lakes to pass up the river.

Espanola Bridge.—The only means of crossing the Spanish River at Espanola, where a thriving village is located on the south side of the stream, and where a large number of settlers are located on the lands to the south of the Spanish River, is by means of the railway bridge of the Manitoulin and North Shore Railway Company, who have permitted the public to cross until a proper highway bridge could be provided. As there was great danger to the public by this common use of the railway bridge, provision was made at the last session of the Legislature for the erection of a bridge at this point. The work upon the substructure and the grading of the approaches from the north has been completed. A contract for the steel



Bridge over Thessalon River, Town of Thessalon.



Bridge over Thessalon River, Town of Thessalon.

superstructure is awarded and it is hoped that the bridge will be erected early in the year. The bridge will consist of two spans of 120 feet each, supported on concrete piers 26 feet in height above low water,—the depth of water at the centre pier being 19 feet at low water level. The approach from the north is formed by excavating from the side of the hill and filling into the north abutment, giving an easy grade up to the elevated plateau on the north side of the stream; the approach on the south is formed of timber trestles for a distance of 88 feet, where a filling eight feet in height commences.

Thessalon Bridge.—A steel superstructure 100 feet in length and 14 feet in width, has been erected at the town of Thessalon to replace an old timber structure. The foundations of this bridge are pile abutments. The superstructure was erected by the Ontario Bridge Company, the contract price being $2,730.00,—the cost of the substructure was $881.29.

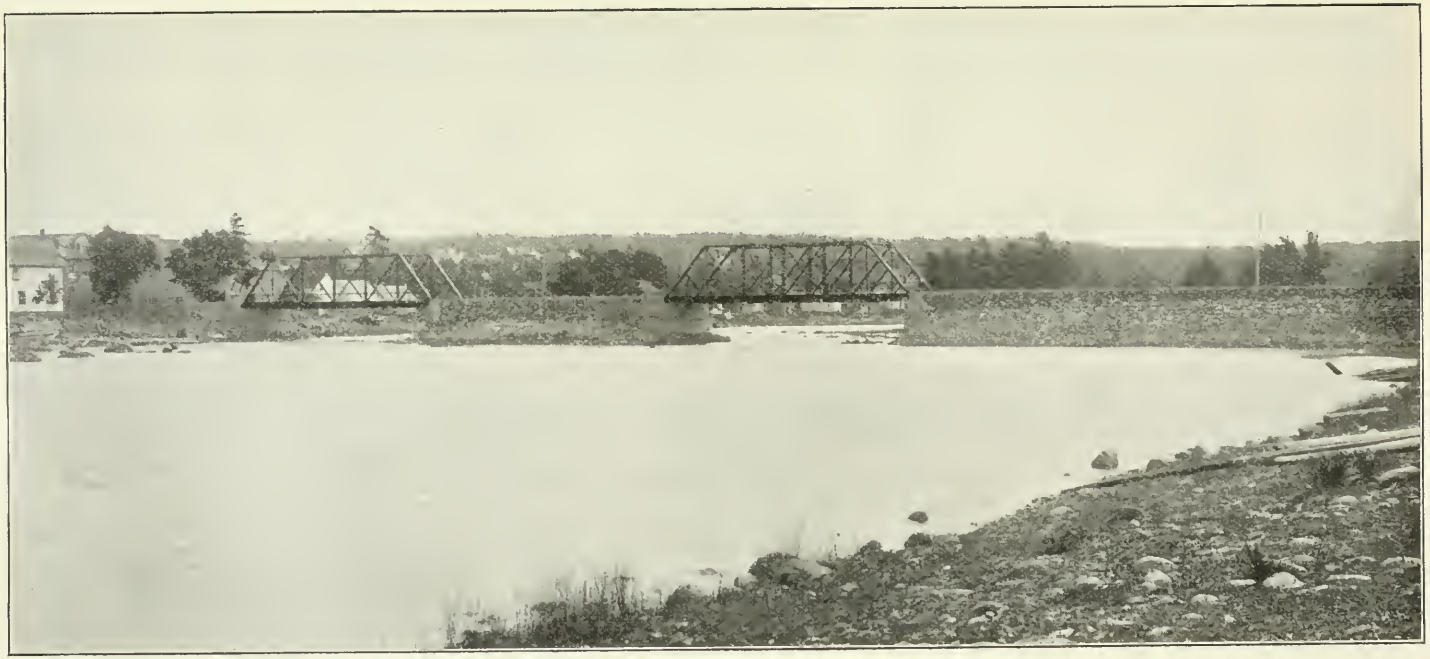
Larchwood Bridge.—A steel bridge was erected across the Vermilion River close to Larchwood Station, having a span of 123 feet, an agreement having been made between the municipality and the Canadian Pacific Railway for the right to place one end of the bridge upon the railway right of way.

The substructure at one end was made by blasting a seat in the natural rock and at the other end by the erection of a small concrete abutment upon solid rock foundation. The steel superstructure was erected by the Ontario Bridge Company, the contract price being $2,995.00. The substructure was built by workmen under the direction of the Superintendent of Bridges of the Department, at a cost of $770.58.

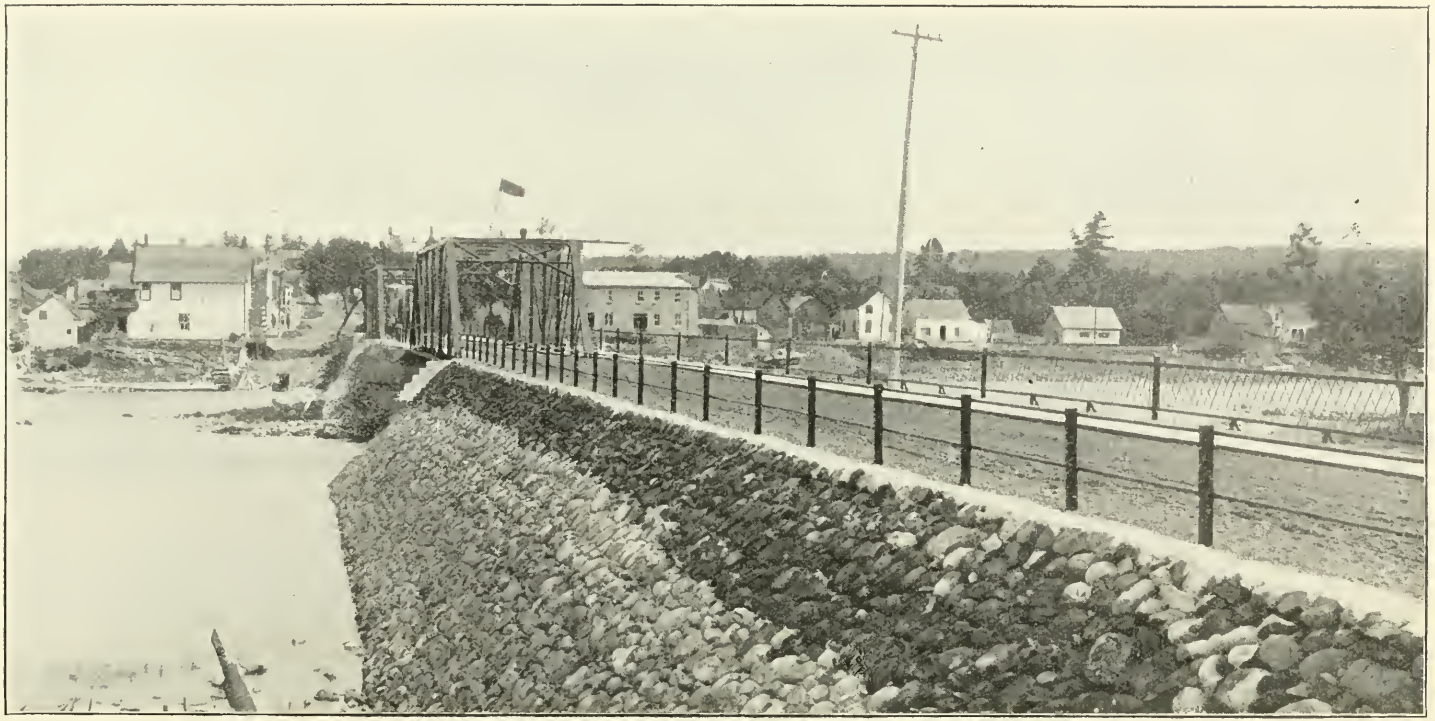
Mississauga River Bridge.—Preparations have been made for the erection of a bridge across the Mississauga River near the line between sections 8 and 9, township of Thompson, at the crossing known as Simpson's Island. The bridge will consist of three spans of steel 120 feet each, across the main channel, supported on concrete piers and abutments 22 feet 3 inches in height above low water. The general depth of the stream at time of low water being about eight feet; the foundations will be consolidated by piling. A filling of earth and stone is being constructed across the island about 14 feet in height and 220 feet in length. The northerly channel is being spanned by temporary trestle. Materials for piling and concrete are delivered on the site.

Nipissing District Bridges.

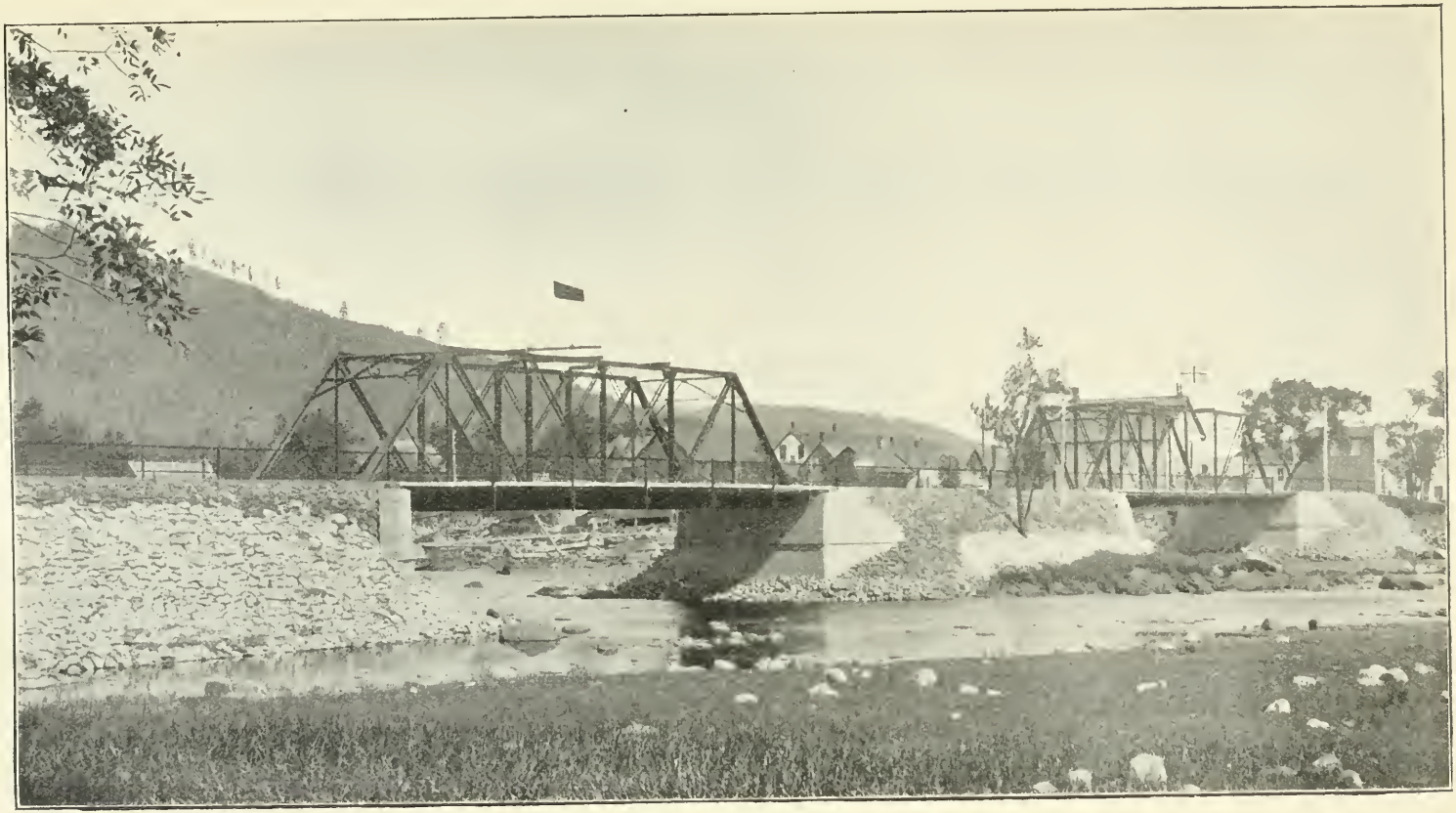
Mattawa Bridge.—The work of erecting the steel superstructure for the Mattawa bridge was commenced early in May, and the bridge was completed and opened for traffic in the month of August. The old timber bridge was 670 feet in length. The new bridge has been erected with a span of 110 feet over the easterly channel, and a span of 112 feet over the westerly channel, supported on substantial concrete abutments. The approach from the west has been filled in for a distance of 251 feet with earth and stones, forming an embankment 27 feet wide on the top with side slopes of one horizontal to one vertical. The faces of the embankment are neatly laid with dry stone masonry. A similar embankment has been made across the island between the two channels of a length of 118 feet. The easterly approach, 94 feet in length, is formed in the same way. The flooring of the two steel spans has been laid with concrete. A granolithic sidewalk has been laid the full length of the crossing and is protected with a neat lattice railing. The steel work was erected by Dickson Bros., of Campbellford,



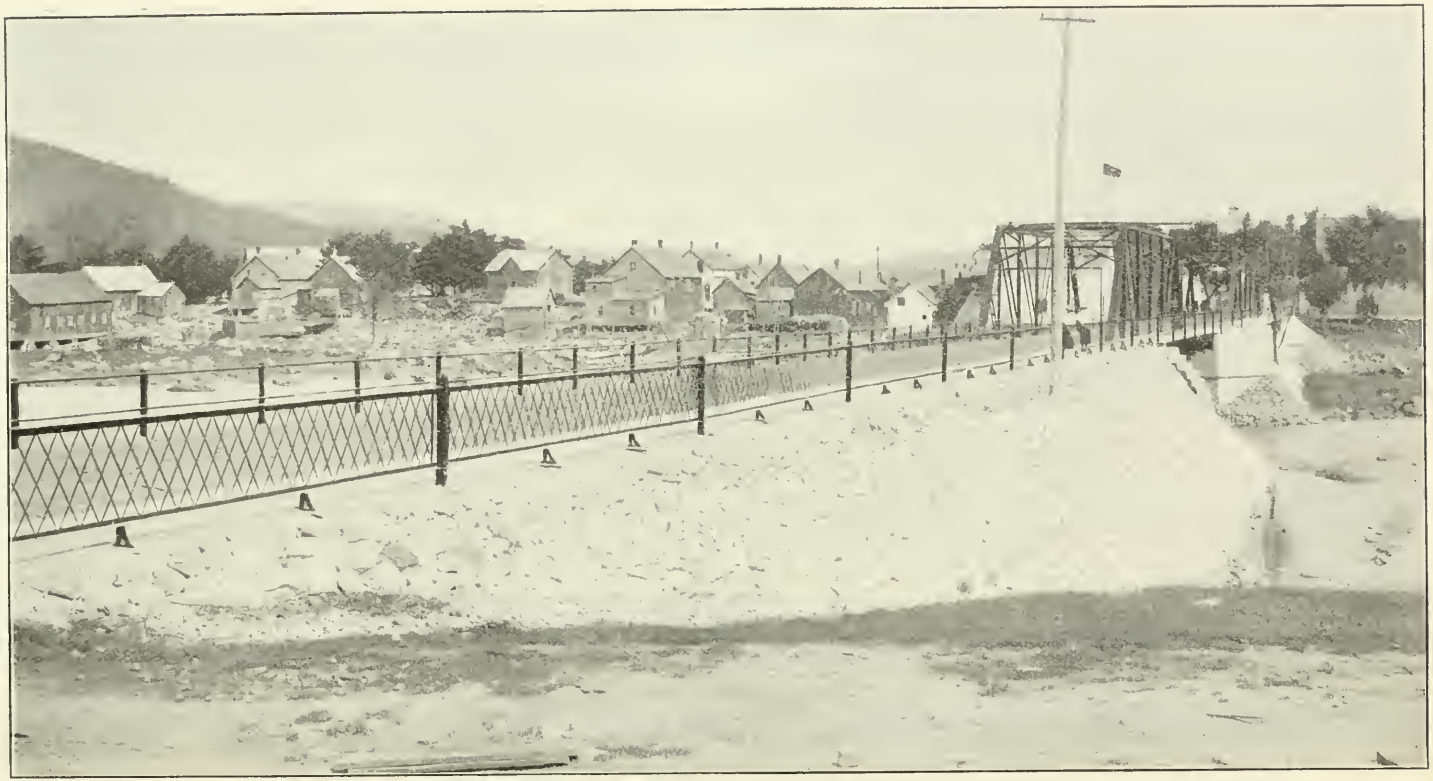
Bridge over Mattawa River, Town of Mattawa, from North.



Bridge over Mattawa River, Town of Mattawa, from Northwest.

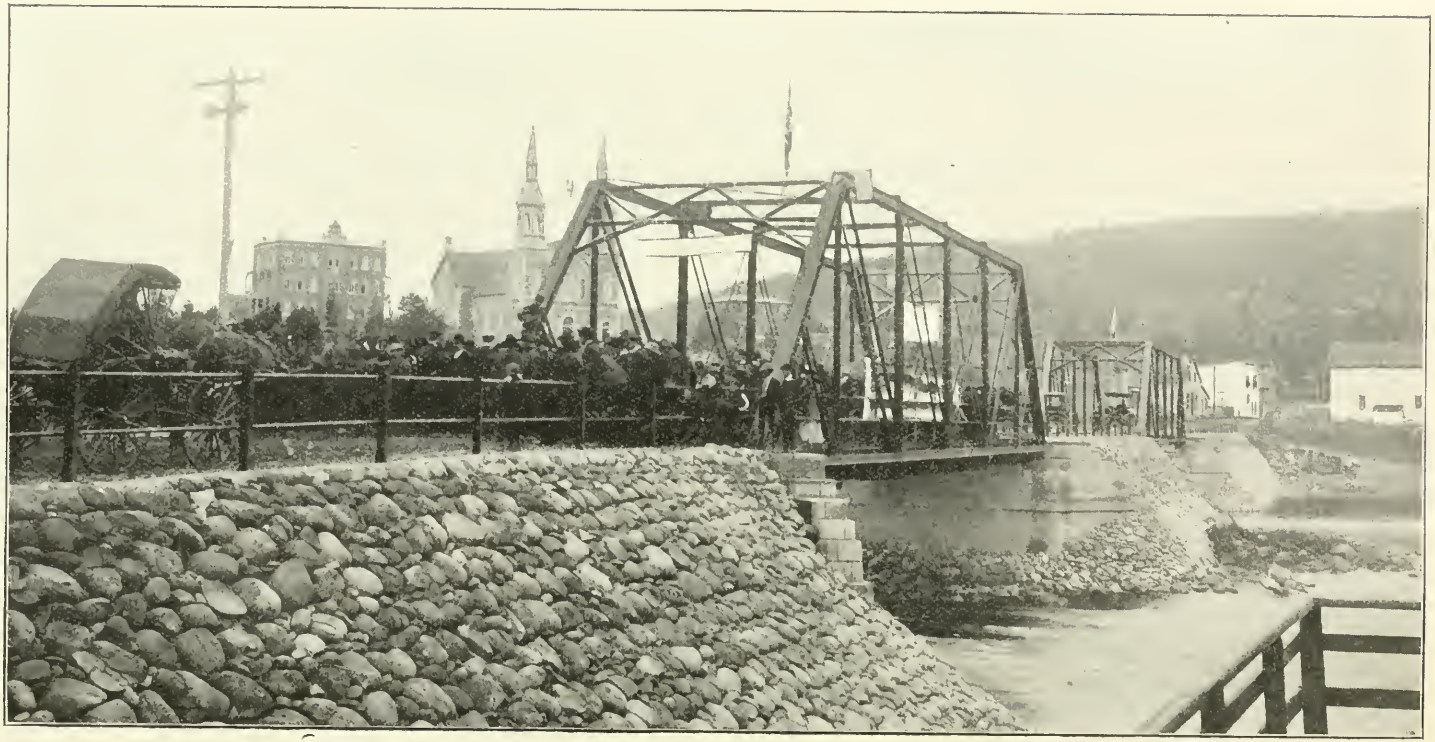


Bridge over Mattawa River, Town of Mattawa, from Southwest.



Bridge over Mattawa River, Town of Mattawa, from West.

Bridge over Mattawa River, Town of Mattawa, from Northeast.



Bridge over Mattawa River, Town of Mattawa, from Northeast.

who also laid the concrete floor of the bridge and granolithic walk at a cost of $9,841.50. The concrete foundation, stonework and filling of approaches were constructed by day labor under the direction of Mr. Hugh Mooney, who had charge of the work, and to whose careful attention is due the excellent character of the workmanship.

Bridge at Eau Claire.—The old timber structures across the two channels of the Amable du Fond River at Eau Claire, had become badly decayed and required renewal. In the year 1905, the crossing of the northerly channel was repaired by rebuilding two of the abutments and renewing one truss span, 30 feet in length. The crossing of the southerly channel was 160 feet in length, and of the northerly channel 218 feet. During the season of 1907, a steel superstructure 54 feet in length, supported on concrete abutments, was erected over the southerly channel, and the old timber trestle approaches were filled with stone and earth, reducing the length of the structure from 160 feet to 54 feet. The timber trestle approach to the northerly channel was filled with earth and stone for a distance of 160 feet, reducing the length of the structure from 218 feet to 58 feet.

The steel superstructure was erected by Mr. R. M. Roy, the contract price being $1,225.00. The substructure and filling of approaches were done by workmen employed by the Department at a cost of $1,461.79.

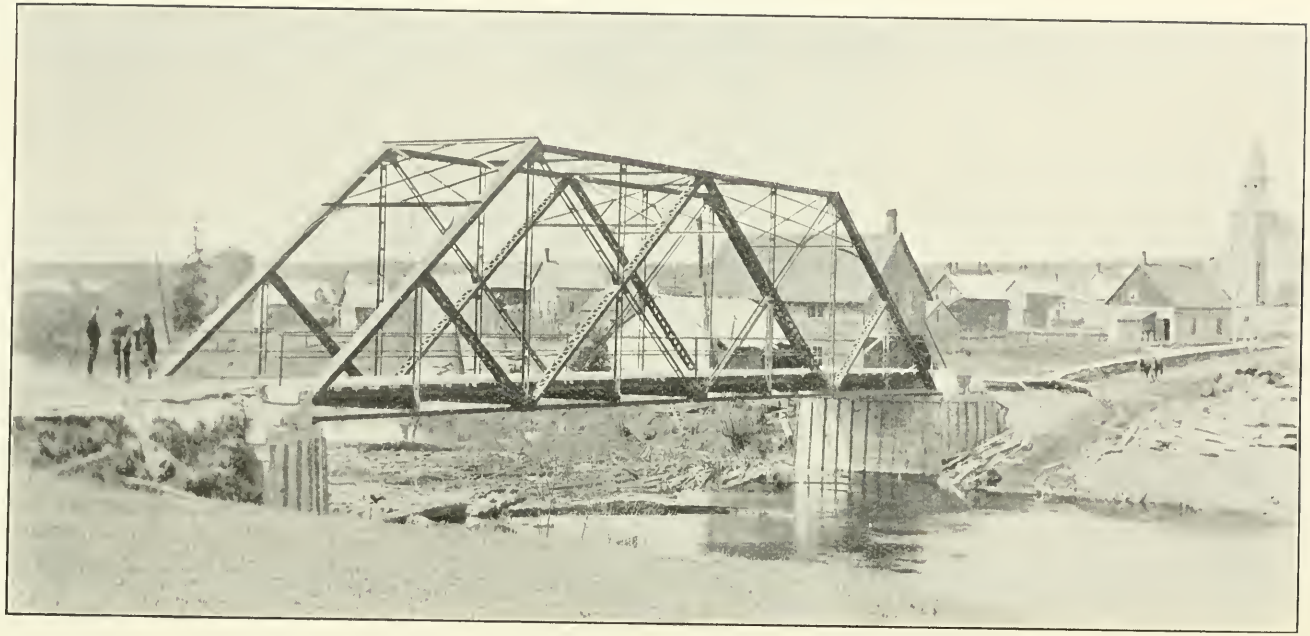
West Arm Bridge, Lake Nipissing.—In order to give the large number of settlers who have located to the west of Lake Nipissing, a much needed outlet to the Canadian Pacific Railway, a bridge is being built across the north-west arm of Lake Nipissing on lot No. 1, con. 3, township of McPherson. The crossing has a total length of 1,325 feet. Of this distance, a pile trestle bridge of 22 bents, 320 feet in length and four feet in clear height above high water will be constructed, the balance of the crossing being made of stone filling. At the end of the year the filling of approaches had been completed, and the materials for the structure were delivered at the site at a cost of $2,873.00.

Temiskaming District Bridges.

La Blanche River Bridge, Tomstown.—A timber bridge having three spans of 60 feet each, and two spans of 37 feet each, with a total length of flooring of 314 feet, was erected early in the year across La Blanche River, at Tomstown. The floor of the bridge is 36 feet above low water level, being made high enough to permit the steamers plying on this river to pass under. The piers are constructed of framed bents supported on piles and sheeted with three inch planking. The work was done by workmen employed by the Department under the direction of Mr. W. E. Kerr, Inspector of Colonization Roads at a cost of $6,300.00.

White River Bridge, Township of Marter.—Materials are being delivered for the erection of a timber bridge over the White River on the south boundary of Marter Township. The bridge will consist of two spans of 60 feet, with a floor length of 138 feet 6 inches. The erection of the bridge will proceed during the winter and will be completed before the ice breaks up in the spring.

White River Bridge, Pacaud Boundary.—Work is in progress in the erection of a timber bridge over the White River on lot No. 2, the south boundary of Pacaud Township, having one span of 60 feet and timber approaches of 17 feet 6 inches at each end, the total length of flooring being 107 feet.



Bridge over Veuve River at Verner.

La Blanch River at Tomstown, Temiskaming District.

Round Lake Road Bridges.—Several small bridges are required on the Round Lake Road over Ada Creek and some ravines on Round Lake Road.

The work was in progress at the close of the year. The balance of the appropriation will require to be revoted, with an additional sum to construct other small bridges in the Township of Chamberlain, to enable the settlers to have proper access to their market.

New Liskeard Bridge.—A grant of $4,000.00 was made at the last session of the Legislature to assist the town of New Liskeard in the erection of a new steel bridge over the Wabis River in the main business section of the town to replace an old timber structure erected by the Ontario Government, which had been totally inadequate to carry the traffic. The new bridge has a roadway 22 feet in clear width, with a footwalk six feet in width; it consists of one centre span 75 feet and two approach spans of 45 feet each, making the total length 165 feet. The substructure is of concrete upon pile foundation.

The work was carried out by the municipality of New Liskeard at a cost of $8,323.00. The work was inspected by an engineer from this Department who reported the work completed in a satisfactory manner.

The amount of the Legislative grant was, therefore, paid to the treasurer of the municipality.

Parry Sound District Bridges.

Still River Bridge, Byng Inlet.—A timber bridge was erected across the Still River near its mouth at Byng Inlet, to permit the crossing of the inhabitants to the church and school, which had formerly to be done in small boats, and was inconvenient and dangerous to the small children attending school. The bridge is 120 feet in length, consisting of a central span of 40 feet and two approach spans of 20 feet each supported on pile foundations and supplied with strong hand rail.

The cost of the structure was $883.67.

Himsworth Bridges, Trout Creek Bridge.—A new timber bridge was erected over Trout Creek near the Village of Trout Creek. The length of the bridge is 106 feet, and consists of five spans, the centre span 42 feet in length, and two spans 18 and 14 feet respectively on each side. The foundation is upon pile trestles, with the exception of the south end which is upon framed trestles on rock foundation.

Alsace Road Bridge.—Repairs were made to a timber bridge on the Alsace Road between Concession 10 and 11, in the Township of Himsworth. The bridge consists of three spans 16 feet long, two spans 18 feet, and one span 22 feet long. The flooring is 14 feet wide. New stringers and flooring were provided at a cost of $239.05, which was charged to maintenance account. ,

Black Creek Bridge.—Repairs were made to a bridge across Black Creek, on the Westphalia Road, lot 20, Concession 2 and 3, in the Township of Gurd. The bridge is 48 feet in length, supported on three pile trestles, two spans 18 feet, and one span 12 feet. The floor of the bridge is 14 feet wide, three inches thick, and provided with substantial hand rail. The cost of the work was $251.66 charged to maintenance account.

Commanda Creek Bridge.—Repairs were made to a bridge on the main road between Commanda and Golden Valley, about five miles from Commanda. The bridge is 52 feet in length. New covering and hand rail was provided and approaches on both sides repaired, leaving it in good condition. The cost of repair, $106.34, was charged to maintenance account.

An inexpensive bridge at Front Creek, Parry Sound District.

Kearney Bridge.—A new steel bridge 80 feet in length was erected across the Magnetawan River in the Town of Kearney. The bridge has a roadway 14 feet in width, and a foot walk five feet in width. The substructure is built of concrete, consisting of two abutments 24 feet in length with wing walls 12 feet in length, and nine feet in height above high water This height will permit a small steamer, that is used in lumbering operation, to pass under the bridge. The foundations were consolidated by driving 40 piles under each abutment. The approaches are filled with earth, 60 feet on the north end and 40 feet on the south end.

The superstructure was erected by R. M. Roy of Hamilton, the contract price being $1,945. The substructure was built by workmen employed by the Department under the direction of the Superintendent of Public Works.

Muskoka District Bridges.

Housey's Rapids Bridge.—A steel superstructure 80 feet in length, and 14 feet in clear width. was erected across the outlet of Doe Lake at Housey's Rapids, Township of Ryde. The substructure consists of two concrete abutments 18 feet 6 inches in length, with wing walls 12 feet in length and 14 feet 6 inches in height. The approaches are filled with earth rip-rapped on the faces for a distance of about 80 feet at each side. The steel superstructure was furnished and erected by Mr. R. M. Roy, of Hamilton, the contract price being $1,235. The substructure was built by workmen in the employ of the Department under the direction of the Superintendent of Public Works.

Ox-Tongue Bridge.—A new bridge, known as the Ox-Tongue bridge, was built at Marsh's Falls in the Township of Franklin, to replace an old decayed timber structure. The old bridge was 112 feet long; the new bridge is 48 feet 8 inches long, and is constructed of pine timber well painted. It is supported on stone and concrete abutments, 16 feet wide, 4½ feet thick, and 8 feet high, built on solid rock foundation. The approaches have been filled in with stone, 40 feet in length on the north end, and 30 feet on the south end. A second structure known as Goose Lake bridge, close to Ox-Tongue, was also rebuilt, 70 feet in length upon three abutments made of pine logs, 5 feet in height above the water. Five pine stringers, 36 feet long, and five stringers 32 feet long covered with three inch pine plank, formed the floor of this structure.

Cooper Bridge.—Cooper's Bridge at Dwight, in the Township of Franklin was rebuilt at a cost of $323. The old bridge was 70 feet long, built on one pier and two abutments, five feet above the water. These were renewed from below the low water line. The pier and abutments were formed of 10 inch x 10 inch 12 feet pine timbers. The stringers of 10 inch x 10 inch x 34 feet. A substantial railing was provided.

Axe Lake Bridge.—Axe Lake Bridge in the Township of Stisted was rebuilt at a cost of $337.95, on substantial permanent stone and cement abutments, 14 feet long, 8 feet high, 4 feet wide at bottom, and two feet wide at the top. The span has been reduced to 23 feet 8 inches, and the approaches filled with stone. The floor of the bridge is three inch planking, total length 28 feet. The old bridge floor was 49 feet in length.

Port Severn Bridge.—The old bridge known as Port Seven bridge from Island K. to Island X. in the Township of Baxter, was replaced by a new structure at a cost of $640.84. The old bridge was used as a dam and was 75 feet in length. The new structure has been reduced to 23 feet in length, is ten feet high above the water, supported on pine abutments filled with

stone. The approach from Island K. is filled with stone, 35 feet in length and 17 feet in depth at abutment. The approach from Island X. is 24 feet in length, filled with stone, 17 feet in depth at abutments.

Draper Bridge.—A grant of $500 was made by the Legislature to assist the Municipality of Draper in the construction of a bridge over the Muskoka River at Tretheway's Falls. The superstructure is of steel 53 feet in length, supported on substantial stone abutments. The work was carried out by the Municipality at a total cost of $935. Having been inspected by Mr. William Lowe, on behalf of the Department, who reported it as being completed satisfactorily, the amount of the grant was paid to the Treasurer of the Township of Draper.

Victoria and Haliburton Bridges.

Kinmount Bridge.—A new steel bridge on concrete abutments was built over McKendrick's Creek on the Bobcaygeon Road, Township of Lutterworth, about two miles north from Kinmount Village. The Span has been reduced to 22 feet 6 inches and permanent fill made 72 feet in length at one end, and 50 feet at the other end. The floor of the bridge is of concrete, 14 feet in clear width, supported on 8 lines of 10 inch steel joists. A strong railing extends along both sides of bridge and approaches. The steel was supplied by Mr. R. M. Roy, Hamilton. The contract price for joists and railing being $400. The abutments and filling were done by men in the employ of the Department under the direction of the Superintendent of Public Works.

Minden Bridge.—A new steel bridge 69 feet 2 inches in length, with 14 foot roadway, and footwalk 5 feet in width, was erected in the Village of Minden. The substructure consists of two substantial concrete abutments, 16 feet 3 inches in height, the foundation being consolidated by driving 27 piles under each abutment. The approaches were filled with stone for a distance of 40 feet at each end. The steel superstructure was erected by Messrs. Jenks and Dresser of Sarnia, the contract price being $1.423.

The abutments and filling were done by workmen employed by the Department under the direction of the Superintendent of Public Works.

Gooderham Bridge.—The substructure for a steel bridge with concrete floor has been erected at the outlet of Pine Lake at Gooderham, in the Township of Glamorgan. The steel superstructure is being erected by Dickson Bros. of Campbellford. The contract price is $755, which includes the laying of a concrete floor. The length of span is 30 feet.

Otter Creek Bridge, near Copp's Falls.—A timber bridge of three spans 20 feet, 13 feet and 10 feet respectively, was built across Otter Creek near Copp's Falls, in the Township of Monmouth. The piers and abutments are built of good cedar timber, 6 feet, 8 feet and 4 feet high. The stringers are of pine covered with good, round cedar logs, adzed to a flat surface on top. A strong railing is provided for bridge and approaches. The south approach is 60 feet in length, filled with stone and earth; the north approach is 70 feet in length filled with logs, stone and earth. The cost of the work was $426.32, and the work was done by workmen employed by the Department under the direction of Mr. John Bailey, Inspector of Colonization Roads.

Hastings County Bridges.

Mississippi River Bridge.—This bridge has a length of flooring of 80 feet, and two spans 45 feet and 32 feet long respectively. The flooring is of hewn cedar. The approaches have been filled in with earth and stone a

total length of 53 feet. The timber used was taken from Government lands, three miles above the site of the bridge.

Egan Creek Bridge.—This bridge, situated on the main road from L'Amable Station to Glenstewart, Township of Glengannon, has a length of span of 35 feet, four 15 inch steel I beams being used. The piers are 16 feet in height, constructed of hewn cedar filled with stone. The covering of the bridge is of hewn cedar. The eastern approach, 142 feet in length, has been filled with stone, the hill being reduced by four feet. The western approach, 196 feet in length, has been similarly filled, the hill being reduced by three feet. The timber used was taken from Government lands about three miles above the site of the bridge.

Deer River Bridge.—This bridge, situated on lot No. 56, Hastings Road, Township of Limerick, consists of three spans 43 feet, 34 feet and 25 feet respectively. The piers and abutments are 8 feet in height. The work was performed under contract by Mr. John Marten of Ormsby, who supplied all timber required, and performed all the labor of erection for the sum of $250. The Department furnished all iron work.

McKenzie's Creek Bridge.—This bridge, situated on the old Hastings Road, half way between the Village of Maynooth and the Canada Atlantic Railway, was burnt during the spring of 1906 and was totally destroyed to the water's edge. It has been rebuilt from the water up and reduced from 200 feet in length to 100 feet by filling at both ends with old pine logs, stone and earth. The cost of the work was $347.71, the timber being obtained from the limits near the site.

Grant's Bridge.—This bridge has a length of 94 feet, and is covered with sawn cedar, five inches in thickness. The north end rests on a rock abutment eight feet in height. The centre pier was formed by blasting off the top of the natural rock to form seat for bridge. It is 10½ feet in height. The south pier is built of cedar 10½ feet in height. The north span is 11 feet in clear width and the south span 28 feet. The approaches have been filled in with stone.

Muskoka Lakes Works.

The following works to improve the navigation of Muskoka Lakes were attended to during the season of 1907:

Dredging Indian River.—Considerable work was done in the improvement of the navigation of Indian River, particularly below the locks at Port Carling, where the existence of an old wharf obstructed the steamboat channel. This obstruction was removed and the channel improved by dredging. The work was commenced on May 1st, and continued until the 13th of August, when the dredge was removed to Kemp's Channel. The cost of dredging Indian River was $1,954.35.

During the month of April a new scow, 16 feet in width and 45 feet in length was built for use in the Muskoka waters at a cost of $741.45. The cost of this work was charged to the appropriation for maintenance locks, dams, bridges, dredging, etc.

Improving Kemp's Channel.—To facilitate the navigation of the north-westerly portion of Muskoka Lakes the channel between Bala Park and Acton Island, is being improved to provide a steamboat channel 60 feet in width, and to a depth of six inches below the level of the lower mitre sill at Port Carling Lock. Work was commenced on August 19th and continued until November 18th, when the cold weather conditions made the continuation of work of this character impractical.

The work will be resumed as soon as the ice leaves the lake in the spring, and it is hoped to have the channel completed to allow the navigation to take advantage of this new steamboat route during the season of 1908. A special appropriation of $5,000 was taken to meet the cost of this work. Of this sum $2,775.65 was expended. The balance will required to be revoted to continue this work next season.

Extension to Wharf at Port Carling.—Frequent requests for additional wharf accommodation at Port Carling for small boats and launches have been made to the Department by tourists and residents of Lakes Muskoka and Rosseau. Although an extension of 250 feet had been made in 1906 it was found inadequate. During the season of 1907 an addition to the steamboat wharf, 72 feet in length, was made on the north side of the locks. On the south side of the lock a great improvement was made by moving back the boathouses and constructing a wharf for small boats in front of them for a length of 185 feet.

These additions have been much appreciated, and it is thought that the needs in this respect have been met. A special appropriation of $2,000 was taken to meet the cost of this work.

Improvement to the Lock at Port Carling.—Extensive improvements were made to the lock-walls and platforms about the lock grounds at Port Carling, which had become too narrow and contracted for the great amount of traffic at this point. The old platforms on the north side were taken up, the rock blasted and removed and new platforms laid 28 feet in width. A ramp 16 feet in width was constructed, which permits the wheeling of baggage from the lower to the upper end of the lock, which is of great advantage. Stone walls were built at each end to prevent the earth from washing down on the platforms, and the whole grounds are much improved in appearance. Fourteen additional lamps were placed on the lock grounds and wharfs for greater safety to the public. The cost of this work, $537.68, was charged to maintenance locks, dams, bridges, etc.

Port Sandfield Works.—Early in the year, the swing bridge was repaired by renewing decayed portions of the timber where required. Later in the season, the cribwork of the canal was renewed above the water line and replanked. The swing bridge was repainted. The cost of this work, $837.54, was charged to maintenance, locks, dams, bridges, etc.

Magnetawan River Works.

The swing bridge in the Village of Magnetawan was replanked and repainted. The upper end of the walls of the Magnetawan lock and the lock gates were repaired. The centre dam was rebuilt above the water line.

The steamboat channel of the Magnetawan river was cleared of sunken logs and other obstructions.

The cost of the above works, $1,794.18, was charged to maintenance locks, dams, bridges, dredging, etc.

Mary's and Fairy Lakes Works.

Huntsville Swing Bridge.—Two piers, 16 feet square and a three stick stiff boom, were built to protect the swing bridge in the Town of Huntsville from injury from passing steamers, tugs and the heavy scrows they have in tow. The floor of the bridge was replanked with 2 inch x 10 inch hemlock for a width of 8 feet in the centre.

High Bridge above Marys and Fairy Lakes Lock.—The new steel bridge across the Muskoka River, described and illustrated in last year's report, was completed and opened for traffic. The approaches were graded and the old bridge removed. Some of the old timbers were used in building piers at Huntsville bridge, and the remainder sold by tender to the highest bidders—The Huntsville and Lake of Bays Navigation Company and Mr. Wm. Blackburn of Huntsville.

Maintenance Locks, Dams, Bridges, Dredging, etc.—The works attended to out of this appropriation, in addition to those already mentioned were as follows:—

Mary's and Fairy Lakes Lock.—Slight repairs were made to the lock and swing bridge across the canal.

Mill Creek Bridge.—Township of Bucke.—Extensive repairs, amounting to $622.46, were made to this bridge, both the substructure and superstructure being practically renewed. It is an important bridge near the town of Haileybury, with heavy traffic passing over it.

Combermere Bridge.—The swing bridge over the Madawaska River at Combermere, was entirely renewed at a cost of $614.36. The fixed portion of this bridge was rebuilt in 1903.

Sleeman's Bridge.—The approaches, moving of fence to the new right of way, and payment of land for new right of way to Buntin's Creek Bridge, on lot No. 2, river Range, township of Worthington, costing $150.75, was made from maintenance appropriation.

Big East River Bridge, Township of Chaffey.—Repairs to a bridge over the Big East River on the north road in the township of Chaffey, were made at a cost of $53.78. This bridge will require to be renewed at an early date.

Vermillion River Bridge, Hanmer Township.—Owing to an unusually high flood in this river, the superstructure of the bridge in Hanmer township was carried away. It was rebuilt and raised to avoid damage from similar cause in the future. The cost of rebuilding amounted to $329.75.

Dorset Bridge.—Repairs were made to Dorset Bridge, two new needle beams and new flooring having been supplied.

Milltown Bridge, Lefroy Township.—Repairs, costing $226.26, were made to this bridge under the direction of Mr. Thos. Horricks.

McKay's Bridge.—Repairs, costing $141.14, were made to this bridge under the direction of Mr. John McMaster.

McLeod's Bridge.—Repairs amounting to $180.51, were made to this bridge under the direction of Mr. J. McLeod.

Anderson's Creek Bridge, Tarbutt Township, Additional.—Repairs amounting to $210.97, were made to this bridge under the direction of Mr. P. D. McDonald.

Sturgeon River Bridge, Gibbon Township.—Repairs to the approaches to this bridge, amounting to $123.49, were made under the direction of Mr. Octave Sylvestre.

Ahmic Bridge, Croft Township.—Slight repairs were made to this bridge and a new flooring provided.

Ahmic Dam.—Repairs to flooring and new stop logs were provided to this dam at the outlet of Ahmic Lake, which maintains the water for navigation.

Bala Dams.—Repairs were made to the dams at the outlet of Muskoka Lake to maintain the waters for Navigation.

Keewatin Dams.—The waters of the Lake of the Woods were regulated by the caretaker of the dam at Keewatin, by the removal and replacing of

stop logs as required. The gauge at Emo on the Rainy River was maintained and readings were forwarded to the caretaker at Keewatin for his guidance in operating the logs.

Log Slide Wahnapitae Lake.—A caretaker was placed in charge of the logslide between Lakes Metagamesing and Wahnapitae, while the logs were passing through in the months of May, June and July. The following quantities of timber passed through the slide, beginning May 26th and ending July 10th, 1907. Victoria Harbor Lumber Co., 218,355 pieces equal to 10,584,799 feet board measure; C. Beck Manufacturing Co., 139,495 pieces, equal to 5,388,176 feet board measure.

Deer Lake Dam, Magnetawan River.—A caretaker was in charge of this dam from April 15 to October 15, to regulate the running of the logs and maintain the dam in good condition. The following quantities of logs were driven during the season of 1907. The Magnetawan Tannery and Elec. Co. Limited of Burke's Falls, 28,168 hemlock logs, equal to 2,108,186 feet B.M.; 726 cedar logs equal to 24,981 feet B.M.; 1,149 spruce logs equal to 50,962 feet B.M.; 26 ash logs, equal to 1,885 feet B.M.; 35,001 hemlock ties and 3,379 cedar ties. John Harrison and Sons Co., 7,477 pieces timber, making 400,358 feet B.M., Graves Bigwood and Co., 72,514 pieces, making 5,572,491 feet B.M. or a total of 8,158,863 ft. B.M. and 38,380 railway ties.

Lockmasters' Returns.

The following are the Lockmasters' returns for the year 1907:

Port Carling Lock.—Three thousand nine hundred and twenty-seven steamers, 936 small boats, 804 scows, and 126 rafts.

Marys and Fairy Lakes Lock.—Four hundred and twenty-three steamers, 133 small boats, 138 scows and 71 rafts.

Magnetawan Lock.—One thousand and forty-five steamers, 100 small boats, 388 scows and 56 rafts.

North and Black River Improvement.

The work of removing rock obstructions from the North river was continued, from the 3rd day of June, until the 30th of September. The work done during the present season was situated on the north half of Lot No. 1, concession 4, Township of Matchedash, and was under the direction of Mr. John Spence of Lovering.

The cost of the work was $1,499.57. This work will prove of very great benefit to a large area of lands which are now subject to flooding to such an extent that the farmers, in order to save their horses and cattle, have to move them out before the spring freshet occurs.

Embankment along the Thames, Dover Township.

At times of extreme high water, the River Thames overflows its natural banks at certain low points in the township of Dover, and inundates large areas of land to the north and west. The lands on the south and east are protected by the embankments of the Pike and Dauphin Drainage Works, which aggravates the situation on the north side, as the flood that formerly spread over the plains to the south is now thrown wholly upon the lands in the Township of Dover.

An appropriation of $500.00 was made at the last session of the Legislature to assist the Township of Dover in the erection of protection works.

The work done by the Township of Dover consists in the erection of an embankment four feet high and 16 feet wide on top. About one mile in length of this work has been done across lots No. 1, 2, and 3, in Dover west, and Lots No. 1 and 4 in Dover east. The cost of the work amounted to $1,118.65. An examinat ion was made by an engineer of the Department in the month of November, and as the work was found performed in a satisfactory manner, the amount of the Legislative grant, $500.00, was paid to the treasurer of the Township of Dover.

Extension of Railways.

Railway construction continued active throughout the season of 1907. The number of miles completed and put in operation during the year was 112.34. It had been expected that a greater mileage would have been completed; but the season was not favorable for railway construction in the northern portion of the Province. Labor troubles and difficulty in obtaining steel for the structures also delayed construction. The details, as far as can be obtained are given below.

Canadian Pacific Railway.—The Canadian Pacific Railway has continued the work of construction on the Kleinburg-Sudbury branch with activity during the season. Some heavy bridge work has been done on the northerly end of the line, notably at Parry Sound where the valley of the Seguin River has been crossed by an elevated steel viaduct and at French River. The work on the line is nearing completion, 41.3 miles from Craighurst to Bala were completed and open for traffic during the year. A regular passenger service was put into operation to Bala, and an excellent equipment and train service provided for the tourist traffic on the Muskoka Lakes.

Construction work on the Guelph and Goderich line was completed to Goderich early in the year and a regular passenger and freight service put into operation. This adds 56.04 miles of new railway opened on this branch during the year.

Double tracking of the line between Fort Wililam and Winnipeg has been proceeding steadily during the year.

Grand Trunk Railway.—No new branches have been opened for traffic during the past year. The following double track mileage was completed and opened for traffic between Brantford and Alford, 3.4 miles; between Henry St., subway and Brantford, .65 miles; the following mileage of new second track was under construction at the 31st of December, 1907, between North Parkdale and Toronto Junction, 2.67 miles, and between Merriton and Thorold, .52 miles.

Canadian Northern Ontario Railway.—Work on construction has proceeded steadily on the line from Parry Sound to Sudbury. The track has been laid from Parry Sound northerly to the Pickerel River, also from the crossing of the C.P.R. at Romford, southerly to the French River, and work is progressing on the bridges across the Pickerel and French Rivers during the winter season. When these are completed, the track will be laid continously from Toronto to Sudbury, a distance of 265 miles.

Tracklaying on the branch line to the Hutton Mines from Sudbury Junction has been completed, a distance of 22.7 miles, also on the Garson Branch, 3.6 miles to the Garson Mine. The Key Branch, seven miles in length from a point on the main line south of the French River to the

Georgian Bay at the mouth of the Key River is nearing completion, 5.95 miles of track having been laid. Ore docks have been constructed at Key Harbor for the shipment of the ore from Moose Mountain Mines, Township of Hutton. The only portion opened for traffic was that part from Parry Sound to the Still River, a distance of 45 miles, which was operated during the hunting season.

The Ottawa-Hawkesbury line has about 51 miles of grading completed and most of the bridge work finished. The fencing has been completed but no tracklaying has been done.

Central Ontario Railway.—Fifteen miles of new railway were completed and opened for traffic during the year from Bancroft to Maynooth. A regular passenger and freight service was put into operation in the month of September.

In addition to the above, ten miles are under construction, all of which are cleared, eight miles graded; and two miles of steel laid and ballasted. A further distance has been located and construction will be proceeded with during the next season.

Algoma Central and Hudson Bay Railway.—An extension of 1,464 feet was made to the main line, and several sidings and spurs were constructed during the season of 1907, at the following points: At mileage 17, a siding, 270 feet in length, has been constructed; an extension of 270 feet was made at Loon Lake spur; a spur of 495 feet in length was made off Wabos passing track mileage 35; a connection, 100 feet in length was made at mileage 38. From this connection the Superior Copper Company have under construction a line to Superior Mine 4.02 miles in length grading of which is about 80 per cent. completed. Rails, fastenings, etc. are on the ground, and it is the intention to complete this line in the early spring. At mileage 45 a siding, 5,280 feet; at mileage 46, a siding 710 feet; at mileage 46½, a siding 500 feet; at mileage 47, a siding 910 feet, and at mileage 48½, a siding 425 feet have been constructed.

At the Sault terminals, connections have been made with the dynamo room of the pulp mill building, 1,328 feet in length; with the car shops 280 feet in length, and with the saw mill 340 feet in length.

Permanent steel spans on concrete abutments have been erected at mileage 34.9, mileage 38.5, and mileage 51 to replace wooden trestles. At mileage 24.3, a 12 foot concrete arch was put in and embankment made up to grade to replace temporary wood trestle.

The main line between mileage 69 and the junction with the Michipocoten branch, a distance of about 101½ miles, is graded and partly bridged.

The Manitoulin and North Shore Railway.—The work of extension of the main line from mileage 13, is now under way; the grade has been completed to mileage 13.92.

Michigan Central Railway.—During the season of 1907, new second track was constructed as follows: Waterford to Hagersville, a distance of 12.75 miles, was put into service on June 16, 1907. From Welland to Niagara Junction, a distance of 15.19 miles was put into service on March 15th, 1907. From Niagara Junction to Bridgeburg, a distance of 2.10 miles, was put into service on May 20th, 1907.

Temiskaming and Northern Ontario Railway.—Approximately 113 miles of railway are at present under construction. The work has been somewhat retarded through bad weather, the season being very wet and unfavorable to railway construction. Difficulty was experienced also in procuring workmen owing to labor troubles. The work of tracklaying has

been held back owing to the failure of the bridge company to deliver material for the superstructure of the steel viaduct over the Wataybeag River.

The report of the Temiskaming and Northern Ontario Railway Commision will give full details of the progress of construction during the year.

Transcontinental Railway.—The location of the Trans-Continental Railway has been completed across the Province, a distance of 758.47 miles, under the direction of the Commissioners of the Trans-Continental Railway. From Manitoba boundary eastward, 157.80 miles are under construction. The total approximate number of miles graded, from the boundary between Ontario and Manitoba to English River, in detached sections, is 84 miles. From the Quebec boundary westward, 71.95 are at present under construction.

Grand Trunk Pacific Railway.—The operations of the Grand Trunk Pacific Railway in the Province of Ontario to date, are as follows:

The construction of a line known as the Lake Superior Branch from Fort William, Ontario, to a junction with the main line of the eastern division of the Grand Trunk Pacific Railway, at a point known as Superior Junction, a distance of 202.8 miles, which has been finally located, has been in progress for the last two years.

About 70 per cent. of the grading and bridging is completed, and 115 miles of track laid from Fort William westerly. It is expected that the entire branch will be completed to Superior Junction during the ensuing summer. The company have located an extension of this branch through the city of Fort William to Port Arthur, and thence easterly to Bare Point.

The company have also located a branch line from North Bay to a junction with the main line of the eastern division of the Grand Trunk Pacific, a distance of 225 miles.

REVISED STATEMENT OF RAILWAY MILEAGE IN ONTARIO.

No.	Name of Railway.	Terminal Points.		Completed prior to Confederation.	Completed since Confederation.	At present under construction.	Total length in operation of each railway or system of railways in miles.
		From	To	Length in miles.	Length in miles.	Length in miles.	
1	Grand Trunk Railway, Main Line	East Prov. Bound...	Point Edward	457			
2	do Buffalo and Lake Huron Branch	Fort Erie	Goderich	158			
3	do London Branch	St. Mary's	London	23			
4	do Galt and Doon Branch	Galt	Berlin	7	4.5		
5	do Waterloo Junction Railway	Waterloo	Elmira		10.25		
6	do Toronto and Nipissing Branch	Toronto	Coboconk		88		
7	do Midland Railway, Main Line	Port Hope	Midland City	65	54.53		
8	do do Peterboro' Branch	Millbrook	Lakefield	13	9		
9	do Lake Simcoe Junction	Stouffville	Jackson's Point		26.5		
10	do Whitby, Port Perry and Lindsay	Whitby	Lindsay		46		
11	do Victoria Railway	Lindsay	Haliburton		55.81		
12	do Grand Junction Railway	Belleville	Peterborough		64.65		
13	do Belleville and North Hastings	Madoc Junction	Eldorado		22		
14	do Toronto and Ottawa	Madoc	Bridgewater		9		
15	do do Manila Link	Wick	Manila		6.5		
16	do do Omemee Link	Omemee	Peterborough		14		
17	do Port Dover and Lake Huron	Port Dover	Tavistock		55.68		
18	do South Norfork Railway	Simcoe	Port Rowan		17		
19	do Chemong Branch	Peterborough	Chemong Lake		9		
20	do Stratford and Huron	Stratford	Wiarton		106.27		
21	do Owen Sound Extension	Parkhead	Owen Sound		12.40		
22	do Georgian Bay and Wellington	Palmerston	Durham		26		
23	Grand Trunk Railway \ Great Western Div. / Main Line	Suspension Bridge	Windsor	229			
24	do Toronto and Hamilton Branch	Toronto	Hamilton	39.5			
25	do Loop Line Division	Glencoe	Fort Erie		145		
26	do Kingscourt and Glencoe Link	Kingscourt	Glencoe		20.6		
27	do Sarnia Branch	Komoka	Sarnia	51			
28	do Petrolea Branch	Wyoming	Petrolea	7			
29	do Brantford Branch	Harrisburg	Brantford	8			
30	do Brantford and Norfolk	Brantford	Tilsonburg		35.88		
31	do Lynden to Brantford	Lynden	Brantford		4.12		

REVISED STATEMENT.—*Continued.*

No.	Name of Railway.	Terminal Points.		Completed prior to Confederation.	Completed since Confederation.	At present under construction.	Total length in operation of each railway or system of railways in miles.
		From	To	Length in miles.	Length in miles.	Length in miles.	
32	Grand Trunk Railway, Great Western Div. } Wellington, Grey and Bruce	Harrisburgh	Southampton	27	102		
33	do do S. Extension	Palmerston	Kincardine		66		
34	do London, Huron and Bruce	Hyde Park Junction.	Wingham		69.75		
35	G. T. R. Western Div.—Welland Railway	Port Colborne	Port Dalhousie	25			
36	Northern Railway, Collingwood Line	Toronto	Meaford	94	21		
37	do Muskoka Branch	Barrie	Gravenhurst		53		
38	do Hamilton and Northern, Main Line	Port Dover	Allandale		135.3		
39	do do do Collingwood	Clarksville	Collingwood		40		
40	do North Simcoe Junction	Colwell	Penetanguishene		33.34		
41	Northern and Pacific Junction Railway	Gravenhurst	La Vause		111.5		
42	Magnetawan River Railway	Burks' Falls Station, G. T. R.	Burks' Falls Village		1.01		
43	Toronto Belt Line Railway, Eastern Section	Don Station, G.T.R.	Junc. Northern Ry		8.50		
44	do Western Section	Carleton, on G.T.R.	Swansea		4.33		
45	Canada Atlantic Railway	East. Prov. Bound	Ottawa		68.08		
46	do Ottawa, Arnprior & Parry So'nd Ry	Ottawa	Scotia		212.60		
47	do Parry Sound Colonization Ry	Scotia	Depot Harbor		51.20		
48	do Central Counties Railway	Glen Robertson	Hawkesbury		21		
49	do do do	South Indian	Rockland		17		3,061.8
50	Canadian Pacific Railway, Main Line	Ottawa	West. Prov. Bound	57	1,150		
51	do do	Ottawa	East Prov. Bound		66 40		
52	do Algoma Branch	Sudbury Junction	Sault Ste. Marie		180.25		
53	do Brockville and Ottawa Railway	Brockville	Carleton Place	46			
54	do St. Lawrence and Ottawa Railway and Chaudiere Branch	Prescott	Ottawa	59.5			
55	do Ontario and Quebec Railway	Toronto Junction	East. Prov. Bound	12	281.25		
56	do do Don Branch	Main Line	Toronto		5		
57	do do Detroit Extension	London	Windsor		112.50		
58	do Credit Valley Railway, Main Line	Toronto	St. Thomas		119.13		
59	do do Orangeville Branch	Streetsville Junction.	Elora and Orangeville		61		
60	do do Guelph Branch	Campbellville	Guelph		15		

REVISED STATEMENT.—*Continued.*

No.	Name of Railway.	Terminal Points.		Completed prior to Confederation.	Completed since Confederation.	At present under construction.	Total length in operation of each railway or system of railways in miles.
		From	To	Length in miles.	Length in miles.	Length in in miles.	
61	Can. P. Ry., Toronto, Grey & Bruce, Main Line	Toronto	Owen Sound		122		
62	do do Teeswater Branch	Orangeville	Teeswater		72		
63	do do Wingham Branch	Glennannan	Wingham		4.75		
64	do West Ontario Pacific Railway	Woodstock	London		26		
65	do Atlantic and Northwest Railway	Renfrew	Eganville		19.25		
66	do Lindsay, Bobcaygeon and Pontypool Railway	Burketon	Bobcaygeon		38.79		
67	do Sudbury and Kleinburg Branch	Bolton	Romford		93	134.00	
68	do Guelph & Goderich branch	Guelph	Goderich		88		
69	do Walkerton, Lucknow Railway	Proton	Walkerton			37.5	2,628.82
70	Michigan Central Railway, formerly Canada Southern, Main Line	Windsor	Suspension Bridge		226.80		
71	Michigan Central Ry., St. Clair Branch	St. Clair Junction	Courtright		62.2		
72	do do Amherstburg branch	Amherstburgh	Essex Centre		15.7		
73	do Oil Springs Branch	Oil City Junction	Eddy's		5 2		
74	do Petrolea Branch	Petrolea Junction	Petrolea		4.9		
75	do Leamington & St. Clair Branch	Comber	Leamington		15.9		
76	do Fort Erie Branch	Welland Junction	Fort Erie		17.4		
77	do Niagara Branch	Fort Erie	Niagara	30			378.10
78	Cobourg, Peterboro' & M'mora Ry., M'mora Line	Cobourg	Harwood	14.5			14.50
79	Kingston & Pembroke Railway	Kingston	Renfrew		103		103
80	Prince Edward County Railway	Picton	Trenton and G.T.R.		32.44		
81	Central Ontario Railway	Trenton, at G.T.R.	Maynooth		110	10	
82	Ontario and Belmont and Northern Railway	Central Ontario Ry.	Belmont Mine		9.57		152.01
83	Bay of Quinte Ry, formerly Napanee, Tamworth and Quebec	Deseronto	Bannockburn		78.45		
84	do Harrowsmith Branch	Yarker	Sydenham		11.37		
85	do Old Line	Deseronto	Grand Trunk Ry		3.5		93.32
86	Nosbonsing and Nipissing Railway	Lake Nipissing (S. E. Bay)	Lake Nosbonsing		5		5.00
87	Irondale, Bancroft and Ottawa Railway	Kinmount	Bancroft		45		45.00
88	Brockville, Westport and Sault Ste. Marie	Brockville	Westport		45		45.00

REVISED STATEMENT—*Concluded.*

No.	Name of Railway.	Terminal Points.		Completed prior to Confederation.	Completed since Confederation.	At present under construction.	Total length in operation of each railway or system of railways in miles.
		From	To	Length in miles.	Length in miles.	Length in miles.	
89	St. Catharines and Niagara Central Railway....	Niagara Falls	St. Catharines	.....	12.50	7	12.50
90	Lake Erie and Detroit River Railway	Walkerville.....	St. Thomas	.....	126.85	.....	.....
91	do Erie & Huron Railway	Rondeau	Sarnia.....	.....	70.47	.....	.....
92	do London & Port Stanley Railway.	London	Port Stanley.....	25	.....	.....	222 32
93	Canadian Northern Railway, formerly Port Arthur, Duluth & Western Railway, and Ontario & Rainy River Railway, Main Line.....	Port Arthur	West Prov. Bound...	.....	287	.....	.....
94	Canadian Northern Railway, Duluth Extension.	Stanley Junction....	Gun Flint Lake.....	.....	66.54	.....	353.54
95	James Bay Railway	Canada Atlantic Ry.	Parry Harbor.....	.....	3.7	.....	.....
96	do do Toronto and Sudbury Line.	Toronto	Sudbury	.....	146	119	149.7
97	Toronto, Hamilton and Buffalo Railway.....	Waterford	Brantford	.....	18	.....	.....
98	do do do do	Brantford	Welland.....	.....	62.5	.....	80.50
99	Tilsonburg, Lake Erie and Pacific Railway.....	Ingersoll	Port Burwell	.....	35.33	.....	35.33
100	Ottawa and New York Railway	Ottawa.....	Cornwall	.....	55.00	.....	55.00
101	Pembroke Southern Railway.....	Pembroke.....	Golden Lake.....	.....	21.50	.....	21.50
102	Algoma Central Railway	Sault Ste. Marie	Michipicoten Junc...	.....	69	101.50	.....
103	do do Michipicoten Branch.	Michipicoten Harbor	Main Line.....	.....	22.10	.....	91.10
104	Manitoulin and North Shore Railway	Sudbury	Gertrude Mine.....	.....	13.50	5	13.50
105	Bruce Mines and Algoma Railway	Bruce Mines.....	Rock Lake.....	.....	17	.....	17
106	Temiskaming and Northern Ontario Railway...	North Bay.....	Transcontinental Ry.	.....	138	114	138
107	Huntsville and Lake of Bays Railway.....	Peninsula Lake	Lake of Bays	.....	1.5	.....	1.5
108	Transcontinental Railway	East Prov. Bound...	West Prov. Bound...	.....	.....	758	.....
109	Grand Trunk Pacific Ry., Lake Superior Branch	Fort William	TranscontinentalLine	.....	.....	202.8	.....
				1,447.5	6,270.54	1,488.8	7,718.04

STATEMENT OF ELECTRIC RAILWAY MILEAGE IN ONTARIO.

Number.	Name of Company.	Length of Line.		Number of power houses		Remarks.
		Completed.	Under construction.	Steam power.	Water power.	
1	Berlin and Waterloo..... 3.02 Leased Line, Berlin and Bridgeport 2.50	5.52	.....	1	.....	Power purchased from Berlin Light Commissioners.
2	Brantford Street	7.	.....	1	.....	
3	Chatham, Wallaceburg and Lake Erie	20.5	11.			
4	Cornwall Street.....	6.5	.....	1	1	
5	Grand Valley.....	21.	6.	1	.....	Power also hired from Brantford Street Ry.
6	Guelph Radial.....	6.	.....	1	.....	
7	Galt, Preston and Hespeler .... 9.00 Leased Line, Preston to Berlin 7.25	16.25	.....	1	.....	
8	Hamilton Street.....	21.807	.....	.....	.....	Power supplied by the Cataract Power Co.
9	Hamilton & Dundas.....	7.25	.....	.....	.....	Power supplied by the Cataract Power Co.
10	Hamilton Radial.....	22.	1.	1	.....	
11	Hamilton, Grimsby & Beamsville...	27.5	.....	1	.....	
12	International Transit Company	3.3	.....	.....	.....	Sault St. Marie rent H.P. from Lake Superior.
13	International Railway	22.59	.....	.....	.....	
14	Kingston, Portsmouth & Cataraqui..	8.	.....	1	.....	
15	London Street	33.3	.....	1	.....	
	Metropolitan (See Toronto & York Radial).....					
16	Niagara Falls Park & River.....	11.85	.....	.....	1	Subject to the control of Niagara Falls Park Commissioners.
17	Niagara, St. Catharines & Toronto...	26.5	.....	.....	.....	
18	Niagara Falls, Wesley Park & Clifton	4.5	.....	.....	.....	
19	Ottawa City Passenger.....	22.87	.....	.....	1	
20	Oshawa Railway.....	8.3	.....	.....	.....	
21	Port Arthur & Fort William	9.5	.....	.....	1	
22	Peterboro' Radial.....	6.	.....	.....	2	Power obtained from Peterboro' Hydraulic Power Co.
23	Port Dalhousie, St. Catharines & Thorold	7.26	.....	.....	.....	
24	Sarnia Street.....	8.	.....	.....	.....	Power hired.
25	Sandwich, Windsor & Amherstburg.	25.073	1	1	.....	
26	South-Western Traction	28.	.....	1	.....	
27	St. Thomas Street.....	7.5	.....	1	.....	
28	Toronto & York Radial, Toronto Metropolitan Branch.....	51.5	.....	2	.....	
	Toronto & Mimico	10.	.....	.....	.....	Power hired.
	Toronto & Scarborough.....	10.	.....	.....	.....	Power hired.
29	Toronto Suburban	9.	.....	1	.....	Power hired.
30	Toronto Street.....	107.	.....	.....	.....	Two sub-stations, mileage includes turnouts and terminals.
31	Windsor & Tecumseh Elect. Railway	10.	.....	.....	.....	Operated by the Sandwich, Windsor & Amherstburg Railway.
32	Woodstock, Thames Val. & Ingersoll.	10.2	.....	1	.....	
33	Windsor, Essex & Lake Shore Railway	30.	.....	1	.....	
	Total mileage.....	631.57	19.	.....	.....	

Drainage Works.

The following municipalities have received aid in the construction of drainage works under the provisions of the Provincial Drainage Aid Act, 63 Vic., Chap. 8, during the year 1907:

Cavan Drainage Works, Township of Cavan.—An appropriation of $3,000.00 was made towards this drainage scheme in the year 1904 which was increased to $4,000.00 in the year 1905, and has been revoted each year since that date.

This drainage work is designed to reclaim the "Big Swamp," in the Townships of Cavan and Monaghan, comprising some 2,865 acres. The swamp extends from lot 8 in the 11th concession of Cavan, in a northeasterly direction across the township, and into the Township of North Monaghan, to the front of lot 2 in the 13th concession.

The making and maintenance of roads through the swamp is a matter of great difficulty. The lands in their natural state are of little value, and the burden of road making is serious to the municipality.

The work of constructing the drains is now progressing rapidly and the completed portions are giving satisfaction to the interested parties. The work is being done under contract on a basis of nineteen cents per cubic yard which, with incidental expenses, will bring the total cost of the work to $12,842.17, exceeding the original estimated cost of the work by $4,091.32.

An examination of the work was made by Mr. A. J. Halford, an engineer of this Department in the month of November, who reported that work was done on the contract to the amount of $6,720.15, whereupon one-half of the Legislative grant, $2,000.00, was paid to the Treasurer of the Township of Cavan.

Pelee Point, Township of Mersea.—An appropriation of $3,000.00 was made at the last session of the Legislature to aid this drainage scheme, these works having been recently reconstructed and new pumping machinery installed at a cost of some $20,000.00.

The lands benefitted comprise about 3,800 acres in the concessions A, B, and C, in the Township of Mersea. The original scheme was commenced in the year 1894, and extensive changes were made, and the drains enlarged and deepened in the year 1904, when a grant of $2,000.00 was paid by the Province under the Provincial Drainage Aid Act.

The work consists of ditching, dyking and pumping, the total length of drain being about seven miles.

The work having been examined by Mr. A. J. Halford, an engineer of this Department, in the month of July, who reported that the reconstruction and installation of the new machinery had been completed and was properly performing the work it was designed to do, the amount of the Legislative grant, $3,000.00 was paid to the Treasurer of the Municipality of Mersea.

Whitebread Drain, Township of Sombra.—An appropriation of $4,000.00 was made at the last session of the Legislature to aid this drainage work. The Whitebread drain was constructed in the year 1881, along the town-line between the Townships of Sombra and Chatham, extending from the north branch of the Sydenham River to the Chenal Ecarte, a distance of about six miles with the object of diverting and carrying to a proper outlet all waters flowing south from the Township of Sombra, by the north branch of the Sydenham River through Chatham Township. The drainage work so constructed was not sufficient to carry off the waters without flooding lands adjacent to the drain and caused great damage to property holders both in Sombra and in Chatham.

Drainage work was undertaken in the year 1906 by the Townships of Sombra and Chatham to remedy the flooding and carry the waters coming down from Sombra to a sufficient outlet, the scheme involving an estimated expenditure of $21,047.00. The land along the Whitebread Drain from lot No. 2 to about lot No. 10, is of a very low level, while the land to the west and to the east of this central portion is comparatively high, thus necesitating deep cuttings towards both ends of the drain. The work undertaken consisted in the construction of a tap drain to relieve the Whitehead Drain, commencing at the low central section and running south and southwesterly through the Gore of Chatham to the Chenal Ecarte, a distance of 702 rods, the removal of bars and obstructions from the Whitebread Drain and the improvement of a branch drain known as the Grape Run Drain.

The work will benefit a large area of lands and improve the condition of the roads. The cost of the work has been assessed upon the lands and roads benefitted, $10,963.00 against 7,280 acres in the Township of Sombra, and $10,084.00 against 5,434 acres in the Gore of Chatham. An inspection of the work was made by Mr. A. J. Halford, an engineer of this Department, on October 19th last, who reported that the work was practically completed.

The Legislative grant, $4,000.00, was therefore paid to the Treasurer of the Township of Sombra.

All of which is respectfully submitted.

I have the honor to be,
Sir,
Your obedient servant,

R. P. Fairbairn,
Engineer Public Works.

Parliament Buildings,
Toronto, 30th January, 1908.

REPORT OF THE SUPERINTENDENT OF COLONIZATION ROADS.

To the Honorable, J. O. Reaume,
Commissioner of Public Works, Ontario:

Sir,—I have the honor to present the annual report upon Colonization Roads for 1907.

There were of new roads opened about two hundred and sixty-five miles, and some nine hundred and forty-four miles improved, together with several small bridges, and given generally in the following summary:

North Division.

Aberdeen, con. 1 and 2, Road.—From the south side of lot 11, con. 1, to north side of lot 10, con. 2, two miles were well graded. The road was roughly opened some years ago.

Aberdeen Third Concession Bridge.—A bridge constructed, and over two miles of repairs made.

Ansonia Bridge.—A bridge thirty feet long with substructure of twelve cedar piles, and reported as very substantial.

Aubrey Township Roads.—A mile opened and a mile improved between Eagle River and Oxdrift.

Aweres Township.—A mile and a half has been extended to connect with Bellevue Road as a continuation of last year's work. From the town line between Aweres and Tarentorus nearly a mile was graded reaching to mile posts 12 and 13, Algoma Central Railway.

Assignac (conditional) Road.—The municipality spent an equal amount with the Government grant of $500 repairing about five miles on Manitoulin Island.

Billings (conditional) Road.—This expenditure was upon concessions 10 and 8 and on "Graham's Hill." Six miles altogether were repaired, the municipality granting $500.

Beaver Creek Bridge.—Well built and cheaply.

Bellevue Road.—From or near Bellevue Station of the Algoma Central Railway to section 37 of Yankoughnet, crossing said section, and thence northerly between sections 38 and 39 and 34 and 35 to about one-third length of the northeast quarter of section 34, and thence west to Goulais River a length of about three miles and a half and practically new work.

Bassineer Bridge.—Built of Cedar with a span of 25 feet and 10 feet high.

Bellingham and Montgomery Road.—Beginning at Parkinson Road from centre of lot 4, going east on the 6th concession of Gladstone, grading a length of a mile and a quarter.

Balfour Road.—Between Chelmsford and Larchwood beginning at the Canadian Pacific Railway and going south to the fourth concession of Balfour, thence east four miles on the said fourth concession, the work being general repairs.

Bruce Mines, and Mill Town Road.—A mile and a quarter of grading from "Mill Town corners to Clondslie corners."

Bright Additional Road.—A road on the town line between Bright and Bright Additional. Forty rods were ditched and graded, with a bridge over Pickerel Creek thirty-four feet long built entirely of cedar.

Bruce Mines and McBeth Bay Road.—A new road opened for two miles and prepared for grading. It is a rough section between Bruce Mines and Monetha Bay. The road was opened sixty feet wide.

Blue, Pratt and McCrossan Road.—Beginning eighteen chains north of the boundary between Cross and McCrossan, and thence south between lots 4 and 5, two hundred and ten chains were chopped out forty feet wide and twenty-six feet of the width stumped, culverts put in and necessary crossways.

Five hundred and sixty-one chains were chopped out from con. post between lots four and five, and concession 4 and 5, making about nine miles and three-quarters of new road.

Burpee and Cockburn and Cockburn Island Road.—Gravelling and grading from lot 15 con. 7 to lot 15, con. 11, two and a half miles. Grading was also done for eighty rods on the 12th concession. Again from lot 30, con. 5, to lot 33, two hundred and four rods were logged and ditched with sixty rods of crosswaying, representing altogether some six miles of work.

Bidwell School to Manitowaning.—Two miles and a half graded and two miles gravelled with some ditching.

Burpee, Con. 5 and 6 Road.—Half a mile of chopping, logging and ditching; and on "McKeown Swamp," a new road was also opened three-quarters of a mile long.

Blind River and Massanoga Road.—Four miles of repairs between Blind River and Massanoga River.

Blind River and North Road.—Half a mile of clearing and ditching as a continuation of last year's operations in the township of Striker.

Burris nd Carpenter Town Line.—Two hundred and eighty-six rods were opened 40 feet wide and grubbed 26 feet.

Bellingham and Grassett Road.—A mile was opened and a mile graded in the townships named from "Mather Treves" west.

Cariboo and Port Lock Road.—A road through Plummer and Johnson townships on the third concession line going west to Gordon Lake and Port Lock. The length, a mile and a quarter, was largely gravelled and graded.

Cartier and Chelmsford Road.—From the Canadian Pacific Railway into Balfour to the boundary between Balfour and Dowling three-quarters of a mile was opened to Larchwood bridge. Again half a mile on boundary north from Larchwood, and thence half a mile on the fifth concession, making a mile of new work and half a mile of repairing.

Cobden and Striker Road.—Beginning at the town line between Cobden and Striker at con. 3, Striker, a few rods were opened, and on the fourth concession three-quarters of a mile was opened and another half mile graded.

Collins Bridge, McLeod's Creek.—A bridge sixty feet long with approaches was built, with half a mile of grading north of the bridge.

Carpenter, (between lots 6 and 7) Road.—Four hundred and twenty-eight rods of ditching, blasting and the removal of rock.

Carnarvon and Sandfield Road.—Four and a half miles improved from Providence Bay Village to lot 15, Range B; and in Sandfield four miles were partially opened and improved. A mile and a quarter of work was also done about Big Lake, and one hundred and eighty rods of gravelling from lot 25 in the 8th concession.

Carnarvon (conditional) Road.—About six miles of work in various parts of the township.

Creighton Township and Killarney.—From lot one Creighton across con. 6, Fairbank to lot 3, about a mile and a quarter of good work was done in chopping, grading and ditching, and some four miles were repaired from sec. 27 to sec. 32, in ditching, gravelling and culverts.

Campbell Mine—Plummer Additional.—From the centre line of concession six Plummer Additional west a quarter of a mile, thence northwest angling across lots 6 and 7 to centre of lot 8, con. 7, two miles were cut out to Campbell Mine.

Campbell Township and Gore Bay Road.—A bridge was built on lot 8, con. 10 and one hundred and twenty rods gravelled. Two other small bridges were built and one hundred rods gravelled across lots 8 and 9, con. 12, while on con. 3, and con. 10 and between concessions 7 and 10 some three miles of work was done.

Conmee Road.—A mile and quarter was opened from the line between the north and south halves of lot 4, con. 1 eastward; and on the 7th concession a contract was let for thirty-seven rods of ditching and an equal number of the same class of work.

Carnarvon (25 side line) Road.—One hundred and fifty rods were graded and gravelled.

Day and Goldenburg Road.—From Day Mills and Iron Bridge road north to Goldenburg along Mississaga River eight miles were repaired, of which length three miles were graded.

Darlington Bay Road.—Nine miles were opened from lot 13 of Pellatt township to Keewatin to accommodate a good settlement of Norwegians.

Dunvalley and Houghton Road.—A road from Maple Valley north into Galbraith along the east branch of Thessalon River to Dunvalley; altogether two miles and a half, of which a quarter of a mile was new and the balance repairs.

Dean Lake and Iron Bridge Road.—In the township of Bright, running south half a mile between lots 3 and 4 con. 6, thence east on con. 4 a mile and a half.

Dean Lake and Dayton Road.—On con. 4 Bright, a mile was cut out and graded from the east side of lot 9 to the west side of lot 10. Half a mile was also graded along lot 8, con 5; and on what is known as "East Road" from "Rogers' Corners" a mile and a half was graded with a grading machine aggregating a mile of new work and two of improvements.

Desbarat's Location Road.—Between lots 46 and 51 about three quarters of a mile was generally graded and gravelled.

Devlin and Burris Road.—Between lots 8 and 9 con. 4 Burris township a mile of crosswaying was laid with some five hundred and twenty rods of ditching.

Drury, Dennison and Graham.—Commencing at lot 9 Drury and continuing along the Government Road into lot 1 Graham some ten miles were repaired, the Municipality spending half the Government outlay.

Dilke, between Sections 33 and 34.—A road has been opened for four miles between sections 34 and 35 and between sections 3 and 4 all in the township of Dilke.

Dowling, Con. 4 Road.—A road from Larchwood station at the boundary between Dowling and Balfour, one mile of heavy work over a very rocky section.

Dobie Township Road.—One mile and one eighth opened and grubbed; One hundred rods of grading and ditching, and forty rods of drainage

Dorion Township Roads.—Half a mile was grubbed between lots 7 and 8, con. 4. A mile was also grubbed and well graded on concessions 4 and 5 and lots 12 and 13. Crooked Creek was cleaned out for three quarters of a mile and on lot 10, con. 4, nearly half a mile of side hill cutting was made.

Eton Township Roads.—General repairs were made in to the township including crosswaying and bridging representing some four miles of work. The road is through concessions 3, 4 and 5 across lots 1 and 12.

Espanolo, Merrit and Baldwin Road.—Betweeen lot 7, con. 1, and lot 9 in the same concession of Baldwin, a mile of fairly good road was made; and from lot 3, Hallam township to lot 3 Baldwin, about seven miles were improved.

Foster's Road in Gould.—A work on the line between Wells and Gould townships across 8 and 9 , about a mile of general grading.

Fort Frances and Emo Road.—From between lots 32 and 40 Rainy River Range a mile was opened out and graded with thirty rods of ditching. Continuing the work, three and a half miles were opened to a width of 50 feet and grubbed 26 feet. Five hundred and sixty rods of crosswaying were laid and four hundred and twenty rods of double, and four hundred rods of single ditching. Two miles of top drains were also opened as a necessity in making the road generally useful.

Goulais Bay Road.—Two miles and a half of the above road were repaired over the most difficult sections in reducing and grading hills through its length. There was ditching to the extent of almost half a mile, and over a thousand loads of gravel were distributed, covering about four miles.

Galbraith, 3rd and 4th concession, Road.—A continuation of work of 1905 between concessions 3 and 4. Three-quarters of a mile of ditching and a quarter of a mile covered with clay.

Gordon and Rock Lake Road and Bridge.—From Rock Lake south between lots 9 and 10, con. 9, Plummer a mile and a half was opened through native timber. From the old Stobie Mine road north between lots 3 and 4, con. 1 Aberdeen Additional more than half a mile was opened through heavy green timber; and from lot 11, con 1 Aberdeen a mile was opened and half the length graded.

Gore Bay and Meldrum Bay Road.—Two and half miles graded, ditched and partially gravelled. The work was from lot 17 Gordon south a mile and a quarter to con. 4, thence west a mile and a quarter to lot 22. Also from the 15th side road of Burpee westward a mile and three quarters were gravelled, and three quarters of a mile opened and stumped through a swamp.

Gorham and Dawson Road.—Over half a mile was opened 60 feet wide and a 100 foot bridge erected. It was apparently a difficult portion to construct.

Gordon Allan and Billings.—Three hundred rods of gravelling. The material was hauled about five miles.

Gordon Municipality.—About four and three-quarter miles were graded and partially gravelled, the municipality spending an equal sum.

Gillies, Scoble Town Line.—Three quarters of a mile opened 40 feet wide on, it is understood, the town line between Gillies and Scoble.

Gillies, 4th Concession.—Substantial repairs were made in ditching and clearing.

Hilton Township Road.—A mile of grading and gravelling across lots 15 to 20. A hill was cut and culvert widened opposite lot 5, con. 17. Grading was done on 20th side line across lots 21 and 22 one hundred and fifty rods. Thirty rods were gravelled opposite lot 21 with 20 rods on Q. and R. concessions. On lot 1, con. W. a hill was reduced in gradient and twenty rods cut opposite lot 5, con. 12. Two hundred rods were also opened between lots 5 and 6, con. 12, with one hundred rods of ditching opposite lots 2 and 3 in the same 12th concession.

Howland, Shequiandah and Bidwell.—On lot 5, con. 3 Howland thirty-six rods were gravelled with stone and one hundred rods were graded and gravelled at lots 24 and 25, con. 7 of the same township. Gravelling was

also done from lot 5, con. 12 Bidwell south for two hundred rods, with eighty rods on the town line and another three hundred rods gravelled from con. 8 north.

Howland, Shequiandah and Bidwell.—This was a grant of $500 conditional upon an equal grant from the municipality. Five miles were improved and the work reported as satisfactory.

Haviland and Vankoughnet Town Line.—About a mile and three quarters were repaired.

Isbester Station Road.—A work between sec. 5 on its north side and sec. 11 on its south side, and was from the C.P.R'y eastward—five miles of ditching.

Jocelyn Road.—Beginning six rods south of the corner of con. 5 and running two hundred and ten rods north between lots 5 and 6 where a large quantity of blasting was done. From thence north three hundred rods were cleared through a deep swamp, largely filled with stone and gravel.

Johnston, Tarbutt and Tarbutt Additional Roads.—On Gordon Lake and Port Lock Road in Johnston township 372 yards of gravel was laid, and on Hincks' Location from north half of lot K. and south half of lot O. in the same township east from Garden Lake and Port Lock road half a mile was ditched and graded. On the town line between Tarbutt and Johnston west from McLennan and Desbarat's road a mile was opened. Again on the 4th concession of Tarbutt at "McKay's Hill" a quarter of a mile was graded; and on lot 6 from its centre eastward three quarters of a mile was well improved. Lastly on lots 4 and 5, con. 6 a quarter of a mile was opened and partially gravelled.

Kashabowia and Tip Top Mine Road.—About six and a quarter miles were opened from 84 mile post of the Canadian Northern Railway to "Tip Top Mine." The road was opened about fifty feet wide, largely through a spruce muskeg. On the original road four miles and a half were sufficiently repaired to permit traffic during the further completion of the new road.

Kirkwood Township Road.—From lot 6, con. 4, some bridges were renewed and a quarter of a mile of excellent work done on lot 7, con. 4. On Well's road a mile was graded, making two miles altogether.

Kingsford and Mather Town Line Road.—A mile and three quarters were double ditched, and almost a mile was opened 50 feet wide and grubbed a width of 26 feet.

Kingsford, 2nd and 3rd concession Road.—On the west town line of Kingsford between concessions 2 and 3 east on the said concession to the line between lots 10 and 11 a mile was opened 40 feet wide, and grubbed a width of 26 feet. From the town line one hundred rods were graded eastward.

Keewatin and Darlington Bay.—A road from the western boundary of Keewatin on the south side of the Canadian Pacific Railway to Ostersund—seven miles. The old road west of Keewatin was also improved for a length of three and a half miles, all in the township of Pellatt.

Kagawong and Providence Bay.—From con. 8 Billings (Manitoulin Island) to con. 2, two miles were opened through native bush, and excellent work reported.

Korah, between sections 22 and 27.—An expenditure upon the 3rd line between the sections indicated. A bridge was built over a four hundred feet valley, and altogether a mile permanently improved.

Lumsden Road.—Between concessions 1 and 2 a mile was opened through a swamp and three-quarters of a mile was cut out, cleared, and made ready for grading.

Lee Valley Road, May Township.—A mile opened and graded from the northwest corner of lot 8, con. 5. May, to the southeast corner of 7 in the same concession. Another quarter of a mile was opened from the last named corner.

Lake Shore Road.—Across lot 8 con. 5 Tarbut half a mile was cut out of green timber 55 feet wide and made ready for grading. Again for a mile a road was opened north on con. 5 between lots 8 and 9 opening a way to Port Finlay.

Laird and McDonald Town Line.—A work on the above town line from Bar River Station consisting of three-quarters of a mile of gravelling upon a road previously graded by statute labor.

Laird Township Roads.—On the southeast quarter of section 16 a quarter of a mile was brushed and graded, and on the northeast quarter of the same section half a mile was practically opened and gravelled. Again from the south corner of section 18 north, a mile was roughly opened, and with other work between sections 8 and 10 McDonald represents about two miles of substantial work.

Lonely Lake Road.—From lot 5, con. 2 Aberdeen township north, half a mile, thence west three-quarters of a mile across the said lot and concession. A mile and a quarter was thus opened.

Lavallee and Burris Road.—One hundred and twenty rods of ditching and ten rods of crosswaying were done between sections 34 and 35 Develin, and in the township of Burris between lots 4 and 5, con. 1 sixty rods of crosswaying were laid with four hundred and twenty rods of ditching. Also on con. 2 between lots 4 and 5 three hundred rods of ditching with tap drains.

Little Current and Manitowaning.—General repairs over a considerable length and reported as the best spent money on the Island. Some ten miles were repaired improving the road generally between Sheguiandah and Manatiouaning.

Lybster, 36 Mile Post to Marks Township.—A mile and three-quarters cut out and grubbed. A bridge 50 feet long was also erected and another quarter of a mile opened.

Miscampbell Township Road.—One hundred and thirty-five rods of crosswaying were laid and two hundred and fifty-nine rods of ditching on the town line between Crozier and Miscampbell running west one mile and north one mile.

Moran and McMahon Town Line.—Commencing at lot 2, con. 1 Aberdeen thence north to "Fraser's school house" two miles of road were opened.

Massey Road, Salter Township.—Work was done between sections 27 and 34, and between sections 25 and 36 altogether about a mile and a half opened, half a mile of which was gravelled.

May Township, 2nd Concession, Road.—On the 2nd concession of May from the Spanish River three miles were graded upon the main road.

Mather and Potts Town Line.—Two miles and a half opened on Mather and Tait town line to lead into the township of Potts.

Mather West Town Line.—On Mather and Potts town line some six miles of ditching was done.

Mine Centre Road.—Over seven miles of repairs.

Morley Bridge, lot 25 , River Range.—A bridge about one hundred and eighty feet long and nderstood to be an excellent structure.

Morley and Shenston North Town Line.—One mile opened and about a mile and a half of ditching and repairs.

Mellick and Jaffray Road.—Some general repairs were made over various portions amounting to perhaps four or five miles for the general advantage of the settlers.

Mills and Barrie Road.—More than two miles were improved and gravelled.

McPhee and Galbraith Road.—A road between lots 10 and 11, con. 1 Galbraith and opened for half a mile.

McLeod Crossing Aberdeen Township.—On con. 2 Aberdeen through lots 7 and 8 a mile was opened.

McKinnon Tote Road.—From lot 10, con. 5 McKinnon a rocky hill was improved, and half a mile was opened on lot 11, con. 5 north, with another half mile partially cleared and graded.

McDonald, Meredith and Aberdeen Additional.— On Sylvan Valley road repairs were made by gravelling which cost about $200. Other work was done with three miles of repairs on the Bruce Mines Road in Meredith covering four miles of work.

McDonald and McPhee Valley Road.—Road in Aberdeen from Rock Lake north on the 2nd concession a mile and a half of grading, clearing and stumping through a rough section.

McIntyre and Oliver Town Line (conditional).—About four and a half miles of repairs, the Government and Municipality contributing each one half the expenditure, about $600.

Nelles and Patullo Town Line.—Three miles and a half were opened and graded with an equal length of double ditching. The work was on the east side of sections 12, 13 and 25 Nelles.

Nairn and Worthington Road.—The grading and ditching from Nairn Centre lot 1 on the Government road toward Worthington at lot 8 Drury—some four miles.

Northern Road through Plummer and Aberdeen.—A new work completing a road from Bethunes corners on lot 3 Plummer to north half of lot 2 con. 6, on town line between Plummer and Aberdeen and to Rock Lake Mine. Some eight miles are estimated to have been thus opened.

O'Connor Township Road.—A work on the 4th and 5th concessions and understood to have been very satisfactory.

Patton Road.—A work between lots 10 and 11, concessions 4 and 5 Patton through which about a mile and a half was opened.

Prince Road.—On what is called "Haines'Side Line" beginning on the 2nd line between sections 34 and 27 and going across the corner of the southwest quarter of section 27; thence through the corner of the southeast quarter of section 28, thence across the southeast quarter of section 21, and across the corner of the southeast quarter of section 21. About a mile and a quarter of excellent improvements. Altogether about two miles of repairs were made.

Pickerel Creek Bridge.—A bridge erected on East road from the boundary between Day and Bright. The structure is sixty feet long. Three-quarters of a mile were also graded.

Paipoonge Township Roads.—Bridges were renewed on and near the 10th and 11th side road in concessions 2 and 3 and in concessions 4 and 5 a heavy hill was cut down. On lot 11 a quarter of a mile of repairs were made and several small bridges built. Again, between Blake and Paipoonge half a mile was improved. On the side line between lots 20 and 21 through concessions 1 to 4 inclusive two and a half miles were cut out 40 feet wide and grubbed. Altogether about four miles were opened and three-quarters repaired.

Parkinson and Bellingham Road.—From White River bridge in Parkinson on the Parkinson road a quarter of a mile was gravelled with three-quarters of a mile of clearing and ditching.

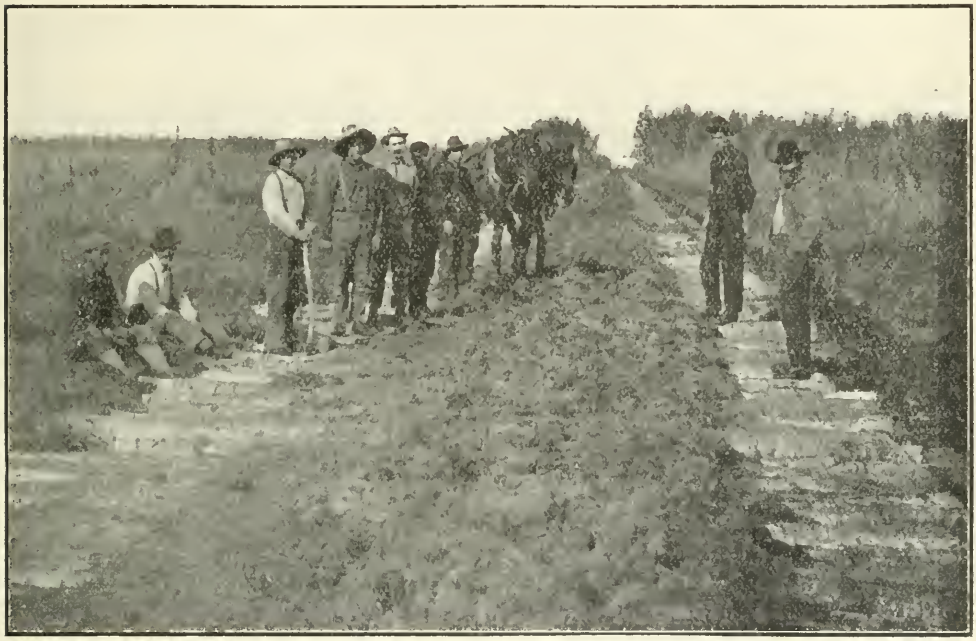
Pattullo.—Between sections 3 and 4 north, a mile and a quarter was constructed, largely corduroying, ditching and general drainage.

Patton, Marsh River Bridge.—A bridge one hundred and seven feet long was built on the third concession of Patton and forty rods of road was graded.

Rainy River Road.—Eight miles of ditching an average depth of two feet, and four feet wide. One hundred and forty-one rods of crossdraying were also laid.

Rose Township.—A quarter of a mile cut out near the boundary of Plummer.

Robinson and Dawson.—From lot 10 on the 10th side line of Robinson to Cook's Dock half a mile was graded and gravelled; and on the 25th side



Building a Colonization Road in the Rainy River District.

road from the 8th con. Robinson three hundred rods were opened and sixty rods gravelled.

Rayside Road.—A mile and a quarter opened between Balfour and Rayside. A bridge eighty-five feet long was also erected.

Rydal Bank and Rose Township Road.—From the centre of section 31 to east side of section 32 a mile and a half was opened and graded.

St. Joseph Township Roads.—Several portions of roads were repaired under the recommendations of the Municipality, aggregating some three or four miles.

Shenston and Ball.—One hundred and sixty rods of ditching, and eighty rods of drainage.

Stanley Road.—Three and a half miles of very permanent repairs from lot 25 at the west boundary of Neebing eastward, the municipality supplying practically all necessary equipment.

Shakespeare Road.—Between Shakespeare Mine and Webbwood a mile and a half was cleared of all stumps and graded.

Spanish River Road.—Six miles of repairs between Spanish station and Cutler.

Salter Road.—Between sections 22 and 23 a mile was graded.

Sandfield Township Bridge.—The cost of the bridge was about $330 and the grant by the Government enabled the municipality to complete the work.

Tait and Richardson Road.—A mile opened from quarter section post on south boundary of section 16, Tait, east to corners of sections 16, 15, 9 and 10; thence north to quarter section of sections 15 and 16, graded, corduroyed, and raised throughout over four feet above water level.

Tait and Pattullo Town Line.—From the northeast corner stake of sec. 1 Pattullo north a mile was opened to sec. 12. Grading was also effected from quarter section stake of sec. 1 Pattullo a mile and a quarter north.

Tehkumah and Assiginac.—A mile of a very rough road was repaired but still incomplete. About five miles were gravelled from what is called "The Five Points of Tehkummah" to Fossil hill in Assiginac.

In the same township of Tehkumah a grant of $500 was supplemented by the municipality, the work aggregating some seven miles of improvements.

Thessalon Road.—Between sections 20 and 21 more than half a mile was graded and a considerable length gravelled. On sec. 2 on what is called Livingston Creek Station half a mile was opened and graded—more than a mile altogether.

Thompson Marsh River Road.—A bridge eighty feet long built upon a pile substructure with approaches six feet in depth and, with about twenty rods of road opened represents the expenditure.

Thessalon River Bridge.—A structure one hundred and eighteen feet erected upon a pile substructure and reported as a good bridge.

Tarentorus Township.—A work on the 3rd line from its intersection with Bruce Mines on Garden River road westward, covering a mile. The work was chiefly building culverts of concrete and other substantial material and appears from reports to have been well done. The Government grant of $500 was supplemented by an equal municipal contribution.

In the same township between sections 19 and 30 a full mile was opened, grubbed and made passable.

Van Horne Road.—Approaching the village of Dryden about a mile was practically made in cutting down heavy hills, some to a depth of six feet and gravelling almost the entire length. Other light repairs were made over between three and four miles.

Victoria and Shedden Town Line.—A road between sections 29 and 30 cut out a mile and a half and reported as a first class work.

Wings Bridge.—The repairs of approaches and the opening of halt a mile in Aberdeen.

Wainwright Road.—Beginning at con. 4 opposite lot 6 a diversion of 220 yards was made. Work was also performed on con 2 opposite lot 12; and on the west township line north of con. 2 for a mile. Altogether some three miles.

West Bay Road.—From lot 3, con. 4 Billings to lot 29, con. 10 Bidwell a mile and a quarter was graded and gravelled.

Whitefish and Waters Road.—From Copper Cliffe Station, lot 2, con. 1 Snider to lot 3, con. 3 Graham six miles of repairs.

Wells Township Road.—Beginning half a mile north of Tagert's corners and from thence a quarter of a mile, and thence southweserly two miles were well repaired over a rough section.

Webbwood Bridge Road.—From the bridge in Hallam township south between lots 5 and 6, con. 5, thence east on the 5th concession two miles were cut out, stumped and made ready for grading. On con. 4 Hallam across lot 8 half a mile was repaired in filling deep ravines.

Walford Road, Victoria Township.—A road cut through sections 10 to 15 opening four miles.

Wells' Road.—Half a mile cleared, stumped and ditched upon each side, being from the east corner of lot 3 west across the greater portion of lot 4 Wells Township.

Zealand Road.—Between lot 14, con. 4 and lot 15 con. 5 of Zealand three-quarters of a mile were changed and improved.

West Division.

Ahmic Lake Road and Bridge.—Two and a half miles of grading and ditching.

Armour and Ryerson Town Line.—A new road half a mile long with a bridge 72 feet and 9 feet above water over North Creek.

Alsace and Westphalia Road.—Two and three quarter miles opened between concessions 2 and 3 across lots 6 and 12 inclusive, and a deviation was made across lots 16 and 18 of con. 2 Nipissing involving over a mile of partial crosswaying and grubbing.

Axe Lake and Banbury Road.—Repairs from lot 4, con. 6 Montieth to lot 3, con. 8 over two miles.

Artray and Washago Road.—A mile of excellent filling and grading with general work over several other portions of the road.

Booth Line Road.—Across lots 12, 13 and 14 about a mile was gravelled, the material being hauled three miles.

Balkwell Road.—On concessions 3 and 4 Orillia and Matchedash a mile of repairs were made over a very rough section.

Brunel and Chaffey Township Roads.—Through concessions 1 and 2 passing through lots 14, 15 and 16 to the 3rd concession some two and a quarter miles were well improved. Three miles and a half were also repaired and two miles from lot 23, con. 8 to lot 6, con. 10. Another mile and a quarter of repairs were made, totalling nine and a quarter miles.

Bethune Road.—Between lots 12 and 18 about a mile and a half was well repaired.

Bethune and Novar Road.—From lot 7 Bethune to lot 35 Parry, four miles were repaired including a large quantity of gravelling.

Christie and McKellar Road.—From lot 15, con. 9 to lot 17 about two miles and a half were repaired.

Cockburn and Maple Lake Road.—Four and a half miles repaired from lot 22, con. 9 Humphrey to lot 21, con. 3 Christie.

Croft and Hagerman Town Line.—On the town line named between lots 27 and 30 half a mile was opened and a bridge sixty-eight feet long erected.

Chrisholm and Himsworth Town Line.—Three-quarters of a mile was opened through heavy timber and excellent work reported.

Centre Road, McKellar.—Between concessions 5 to 9 a mile and a quarter was worked over chiefly from lot 20, con. 5 to lot 21, con. 6. A considerable quantity of blasting was necessary.

Croft between Concessions 13 and 14.—On the concessions named about a mile was opened.

Dunchurch and James Bay Road.—Work began at lot 28, con. 11, Croft, extending to lot 62, con. B, Hagerman, repairing three miles.

Dillings Port (in Shawanaga) Road.—Some two miles and a half from lot 37, con. 9, to lot 33, con. 6.

Draper and McCaulay Town Line.—From lot 26, con. 6 across lot 22 one mile was repaired requiring 325 loads of gravel. From lot 29 on the town line mentioned ninety rods of crosswaying were laid and covered with gravel completing the intended work. Again from lot 30 con. 13 to lot 17 a mile and a quarter of improvements were made; and in Draper township a mile was gravelled from lot 26, con. 6, the material being supplied by the municipality—altogether about ten miles of work.

Dalton and Washago Road.—Half a mile was covered with 230 loads of gravel hauled over three miles.

Franklin and Sinclair Road.—From Caine's corners lot 15, con. 13 to lot 20, con. 14 two and a half miles were well improved. Repairs were made across lots 2, 3 and 4 for three-quarters of a mile; and from lot 20, con. 2 Sinclair to lot 16, con. 3 a mile and a half work was done, also, over Oxtongue river a bridge one hundred and twenty feet long was erected at Marsh's Falls.

Foley Township, 11th concession line.—Between lots 13 to 19 a mile and three-quarters of repairs were made and a bridge sixty-eight feet long was built upon abutments 5 feet above water, with eighty feet of approaches.

Foley Township, between lots 120 and 121, Conger.—A mile and three-quarters of work in ditching and grading.

Fifth Concession South Himsworth.—Half a mile opened and graded between concessions 10 to 12.

Great North Road.—From lot 1, con. 5 Pringle to lot 4, con. 8 five miles were repaired including seven cedar culverts.

Gibson and Baxter Roads.—Three miles of substantial improvements from Bala westward on the "Gibson" or "Bala" road. A mile and a half of grading was also done from lot 24, con. 9 to lot 23, con. 10; and three-quarters of a mile improved from lot 34, con. 9 in Baxter township.

Heeley Settlement and Orange Valley Road in Christie.—Two miles opened in the township of Christie.

Himsworth, Concessions 4 and 5.—One hundred and eighty-eight rods were repaired on lot 2 and one hundred and sixteen rods opened between concessions 4 and 5 on lot 3. Another eighty rods were opened on lot 6.

Humphrey and Port Cockburn Road.—A new road opened from lot 28 to lot 31, con. 9 Humphrey—three-quarters of a mile, and from lot 22, con. 9 Humphrey to lot 21, con. 3 Christie four and a half miles were repaired.

Jolly, 10th side line, concessions 10 to 12.—A mile and a half of repairing.

Kill Bear Point Road in Carling.—Between concessions 1 and 2 Carling across lots 28 and 29 half a mile was opened out and graded.

Lindsay and St. Edmunds Roads.—General repairs upon the main lines.

Medora and Wood Road.—Repairs between concessions 18 and 19 across lots 1 to 5 a mile and a quarter. Two miles of work from lot 30 con E, Medora towards Port Carling on what is called Mortimer Point Road. A road known as the Port Carling and Sanfield road was repaired over its length of about two and a quarter miles making a good highway between these two points. On Mortimer Lake road from lot 30, con. 12, Morrison, to lot 20 in Wood township, some three miles of repairs were made, and from lot 24, con. 8, to lot 22, con. 9 Wood township, two miles of excellent work was accomplished in grading and gravelling.

Matchedash Roads.—Several works were improved or opened, namely: on con. 2, between 3 and 4 side line roads grading was done for a quarter of a mile, and on con. 3, between 6 and 7 side line another quarter of a mile was graded. Opposite lots 15 and 16, con. 1, and between the lots named a third of a mile was opened, and between lots 3 and 4 one hundred yards were repaired. Opposite lot 7, con. 3, a quarter of a mile was improved, and another one hundred yards on the 4th con. at lot 10.

Morrison and Muskoka Roads.—Two and a half miles were repaired from lot 15 in Morrison, and from lot 25, con. 7, Morrison four miles were well improved with a grading machine on Muskoka road. Three miles and a half were also repaired from Huntsville.

Machar Township, 20th Side Road and Bridge.—On concessions 8 and 9 on the 20th side line over a mile was repaired, including a considerable amount of rock blasting.

Monteith Road, between concessions 9 and 10.—From lot 14 to lot 17 between concessions 9 and 10 about two miles were opened and half a mile repaired.

Machar and Strong Town Line.—Between lots 18 and 21, 900 yards of new road were opened, ditched and graded through concessions 9 and 10.

McMurrick, 15th and 20th side road.—Three and a quarter miles ditched, and general drainage effected, and between lots 15 and 16 nearly a mile of swamp was ditched and graded, practically a new road.

McMurrick and Ryerson Town Line.—One hundred and forty rods, beginning at lot 7 and ending on the side line between lots 25 and 26.

McConkey and Wilson Town Line.—On the road named from lot 25, con. 1, McConkey, to lot 28, 232 rods were constructed the work representing about three-quarters of a mile.

McLean and Ridout Roads.—Two and a quarter miles of work half a mile being new and was from lot 5, con. 13 to lot 12, con. 14 in Ridout, and locally known as Lake Shore road. The Council has legalized all rights of way. From lot 12, con. 8, McLean and Ridout, two and a half miles were improved on the lake shore road, and on the same road another mile and a half was improved from the town line of McLean. Six and a quarter miles altogether. One-half new.

Muskoka Road.—A road was opened half a mile long to avoid a Grand Trunk Railway crossing. It is well gravelled and cost more by sixty-five dollars than the government grant, which was paid by the Municipal Council of Muskoka. The work is about two miles from Gravenhurst.

Between concessions 10 and 12 and on cons. 8, 9 and 10, 323 loads of gravel were laid and with a bridge over west branch of Severn River used the appropriations made for good roads.

McDonald Line.—Work was done on a difficult piece of road in Matchedash by opening a drain through lots 21, 22 and 23 in Orillia township and reaching into Medonte. At least a mile of drainage.

McKellar, 2nd Concession Road.—From lot 24, con. 11, to lot 24, con. 12, two miles were repaired.

Macaulay to lower Duck Lake Road.—On the Macaulay road to Duck Lake, 20 rods of blasting was done the result being the lowering of water and improvement of the road. Eighty rods of obstructions as a jam were also removed, and on Macaulay town line three and a quarter miles of repairs were made from lot 30, con. 13 to lot 19.

North Road.—From lot 35, con. 13, Croft, to lot 4, con. 2, McKenzie, a mile and a half was improved.

Northwest Road.—Two miles of hard work improving from lot 29, con. 6 to lot 6, con. A in the township of McDougall. A considerable amount of blasting was done upon hills.

Nipissing Road from lot 5 to 23, Monteith.—Three miles repaired from lots 5 to 23, Monteith.

Nipissing Township.—From con. 7 on the 10th side line to con. 8, about three-quarters of a mile were stumped and graded.

North Himsworth, 5th side road, 20th to 24th concessions.—A new road 310 rods long opened on the 5th side line from concession 20 to 24.

Otter Lake Road in Foley.—In the township of Foley between lot 128 and 129, finishing at lot 27, concessions 4 and 5, a length of one mile repaired.

Parry Sound and Beveridge Creek Road.—Between lots 15 and 16, McDougall, two hundred and twenty rods were chopped out and graded.

Perry and Monteith Road.—A mile and a half of new road opened.

Powassan and Callendar Road.—A mile and three-quarters repaired on the 15th side road north to con. 20.

Pringle Road.—Across lots 6 to 11 half a mile was opened and graded, and a bridge built.

Port Cockburn and Maple Lake Road.—Four and a half miles repaired from lot 22, con. 9, Humphrey, to lot 21, con. 3, Christie.

Powassan to Chisholm, 12th con. Road.—From lots 7 to 10 on con. 12, a mile and a quarter was repaired.

Port Severn Road.—Three-quarters of a mile of grading, practically a new road. A 90 foot bridge was also built. A mile and a half of grading was also done extending from lot 19, con. 1 to lot 15, con. 2, all in Baxter township.

Rainy Lake Road.—From lot 22, con. 2, Ryerson, three miles were repaired.

Rose Point and Parry Sound Road.—A mile and three-quarters of ditching, blasting and grading.

South Himsworth, 6th Concession Road.—Between lots 1 and 3, half a mile was chopped and grubbed.

Strong 5th side Road.—From con. 5 to con. A, a mile and a quarter was opened.

Strong and Joly Town Line.—Two hundred and seventy rods were opened and graded from lot 31, con. 11, ending at lot 32.

South River to the 10th Side Line in Laurier.—One mile of repairs from South River Bridge.

Spence Township Road.—From con. A between concessions 4 and 5 to lot 13, two and a quarter miles of repairs were made.

South Himsworth Road.—Between concessions 24 and 25 across lots 18 to 22, a mile and a half was chopped out and graded.

Scotia Junction Road.—A road opened between lots 17 and 18, con. 7, in the township of Armour, a mile was also opened to the junction.

Stephenson Road Deviation.—Three miles and three-quarters were graded with a grading machine, and other excellent work was done, and was from lot 19, con. 9, to lot 15, con. 13.

Sequin Falls and Orrville Road.—One hundred and nine rods of crossways from Nipissing road to lot 35, con. 10, Christie, representing altogether three and a half miles of work in Christie and Monteith.

Stisted and Oakley Road.—From lot 23, con. 5 to lot 29, con. 6, in Stisted, two and a half miles were generally repaired. Three miles of improvements from Crozier's Bridge to Wood Lake, in the township of Oakley; the township providing the necessary gravel.

Sandfield and Carling Road.—Two and a half miles of excellent repairs were made from lot 26, con. 3, to lot 27, con. 9. One hundred and twenty-five loads of gravel were used.

Whitestone Valley Road.—From lot 35 to lot 9, con. 1, two and a half miles were chopped out, partly graded, and two hundred and forty-two and a half rods of crosswaying were laid.

Whitehall Station Road.—A new road opened between lots 27 and 28, con. 11, one hundred and twenty rods.

Eastern Division.

Appleby and Jennings Town Line Road and Bridge.—Two miles were opened between lots 7 and 11, on the above boundary and a bridge thirty-six feet long was erected.

Alice and Fraser Road.—Crossing lots 10 and 11, con. 1, half a mile was improved in the township of Alice. On con. 10, through lots 7 and 8, heavy hills were cut down. Again, crossing lots 20 and 21, con. 12, repairs were made and a mile and a half was repaired between lots 18 and 20, con. 12, representing altogether about three miles of work.

Airy Township of Road.—The grading, ditching and general improvement over one mile near and about the third concession of the township. Some slight deviations were made.

Alice, 14th concession Road and Bridge.—A new cedar bridge 20 ft. high and 30 feet long with a width of 16 feet was built upon lots 34 and 35.

Admaston Road.—A work on the 2nd concession across lots 12 and 13, and being half a mile of repairs.

Anson, Hindon and Dysart.—On River Road in Anson between lots 2 and 3 to lots 2 to 4, three-quarters of a mile was repaired. Other repairs were made on lots 1, 2, 3, con. 4, and in Hudson between lots 23 and 24 over two miles were improved. North of Patterson line on Bobcaygeon road some five miles were repaired; and southward on the same road another five miles. Twelve miles and three-quarters altogether.

Astorville and Wisawasa Road.—One hundred and fifteen yards repaired from lot 19 south, and again south on lots 20 and 21, Ferris, over a mile. In the same township one hundred and eighty rods were repaired across concessions 3 and 4, lot 25, with one hundred and forty-four yards of work on the 2nd concession.

Addington Road from Cloyne to Massanoga.—From about five miles north of Cloyne to Stony Creek two and a half miles were improved including 11 cedar culverts.

Addington Road from Kaladar to Cloyne.—About five and a half miles were repaired between Kaladar and Cloyne, gravelling about two miles.

Admaston Road.—Across lots 12 and 13, Admaston, in the 2nd con., good repairs were effected.

Arden and Oso Road.—From one mile east of Arden work was done two miles east to the boundary between Kennebec and Olden—one of the most travelled roads in the back country.

Arden and Harlow Road.—From Newton's Mill north, improvements were made a mile.

Arden and Kaladar.—From lot 9, con. 1, Kennebec to the boundary between Kaladar and Kennebec, and thence to the C. P. Ry. crossing between concessions 10 and 11, lot 10, altogether, some three and a half miles were improved.

Bark Lake and Barry's Bay Road.—Two miles and a half improved in the township of Jones on the original Opeongo road.

Boulter, Concessions 9 and 10.—Half a mile of work from the C. P. Ry., con. 4, east on lots 9 and 10, and over five-eighths of a mile between cons. 13 and 14.

Brougham, Griffith and Mattawatchan.—Between the road known as the Maloney Mountain road and the Village of D'Acre, crossing lots 3 and 4 in the 13th con., and lots 4 and 5, in the 4th con. of Brougham, about two miles were opened. On Griffith and Hyde's Chute road, in the Township of Griffith, three miles of excellent repairs were made through Government land. Three miles were also repaired on what is locally known as Sanson and Hyde Chute road, across lots 12 to 16 inclusive in the township of Mattawatchan.

Brudenel and Lyndoch Road.—Crossing lots 25 and 26, con. 2, and lots 25 and 26, con. 3, and lots 25 and 26, con. 4, all in Brudenel township, a mile and a half of work was done, and through concessions 8 and 9 between lots 25 and 26, a mile and a quarter of grading was done.

Brudenel and Killalloe Road.—Between concessions 14 and 16, across lots 6, 7, 8, Hagarty, almost a mile of work.

Bagot, Blythfield and Admaston.—In Bagot, across lots 19, 20, 21, con. 11, good repairs were made. A mile of work across lots 10 to 13, on con. 11, Admaston; and crossing lot 29, con. 6, and lot 29, con. 5, half a mile of work was done. A bridge was erected in the township of Brougham.

Battersea and Sunbury Road in Storrington.—Two and a half miles were graded and gravelled with from eight to twelve inches of broken stone and other material. The township of Storrington supplementing the grant with $300.

Burridge Road in Bedford Township.—A continuation of work of three years ago on the boundary between Frontenac and Lanark—a main road.

Battersea and Keelerville Road.—Two miles and a half of work between Keelerville and Battersea.

Burleigh and Apsley Road.—A mile of road was permanently made using rock crushed stone which, the inspector says, cost sixty-five cents per yard to make and lay down under most favorable circumstances. Much necessary grading was done preparatory to macadamizing. Three and a half miles were repaired, and on Potash Lake road, six miles were improved with two miles on Deer Lake road, and on Redstone River road from boundary of Stanhope, a mile was repaired.

Belmont Township Roads.—A mile was very permanently repaired with stone prepared by a rock crushing machine. The work was across concessions 5 and 6, on what is called Blairhampton and Norwood road. Special grants were given by the township of Peterboro, to the township of Belmont, for the improvement of their roads.

Booth Road.—A mile and a half was graded and gravelled and some four and a half miles repaired.

Burgess Mine Road.—Five and a half miles opened from the township of Carlow to the Central Ontario Railway station at Maynooth. The road diverts from Peterson road eight miles east of Maynooth and follows the Papineau Valley southeasterly to Burgess Mine.

Buckhorn Road.—Between Rockcroft Post Office and Hall's bridge, three miles were improved and half a mile of grading done.

Bancroft and Maynooth Road.—Three miles and a half were improved from five miles south of Maynooth to assist settlers in carrying freight from the railway into the township.

Bancroft and Hermine Road.—Beginning at lot 10, con. 10, Dungannon, and finishing at lot 13, con. 11, about a mile and a half was improved

on the old Snow road, and connecting with L'Amable and Fort Stewart road, eight miles from Bancroft.

Bancroft and Coe Hill Road.—A highway from Hastings road, con. 5, Faraday, to the boundary between Faraday and Wollaston; the improvement covering about three miles.

Bessmer Mine and Long Lake Road.—Three miles opened and one and a half miles graded, beginning at lot 24, con. B, and thence southwesterly to lot 11, con. 8, in the township of Mayo.

Boulter and Bonfield Town Line and Bridge.—Grading between concessions 2 and 3, and lots 20 and 21, about a mile and a quarter.

Bonfield Township Road.—About nine miles were improved in the following portions of the township, namely; three-quarters of a mile graded between lots 20 and 21, con. 8; repairs between lots 26 and 27, from C. P. Ry. line to con. 12. A mile across lots 31, 32, 33 and 35 of con. 8. On what is known as Booth road, nearly a mile and a half of good work was done from con. 4, along lots 4 and 5. Seventy rods were gravelled across a swamp, and one hundred and thirty rods graded. On con. 7, through portions of lots 3, 4 and 5, about a mile of work. On lot 32, con. 8, about three hundred and twenty cubic yards were filled in with the necessary culverts, and between lots 2 and 3, through concessions 9 and 10, more than a quarter of a mile was graded and crosswayed. Lastly, across lot 24 on Bonfield town line, a bridge was built with approaches, and north of town line across con. 1, between lots 25 and 26, half a mile of improvements were made.

Boulter Roads.—The repair of more than half a mile between lots 20 and 21 on the 11th concession.

Blezard Road.—Between lots 5 and 6, across concessions 3 to 7, some three miles of improvements were made. Across lots 11 and 12, between concessions 5 and 6, half a mile of repairs were made, and between lots 10 and 11, through the same last mentioned concessions a mile was improved.

Bedell and Springer.—Between concessions 3 and 4 from lot 9 to lot 10, about half a mile of repairs were made.

Burton Road in Field and Springer.—A mile of road opened across lots 5 and 6, between concessions 4 and 5.

Badgerow Road, 1st Concession.—An expenditure from lot 6, Caldwell, to lot 3 in Badgerow—about a mile and a half of new work, but requiring a further expenditure to fully complete the highway.

Bastedo South Town Line Lots 10 to 13.—About a mile and a half of repairs.

Bromley Township, 5th Line.—Crossing lots 10 and 11, half a mile of gravelling was done.

Bromley Township, 6th Concession.—A mile of road was opened crossing lots 4, 5 and 6, with all necessary culverts.

Bulmer's Creek Bridge.—A structure built under contract.

Constance Creek Road.—A work on the 4th and 5th cons. of Tarbolton and is the completion of approaches to a bridge formerly built.

Cosby, South Boundary.—From lot 4 to lot 6, between Cosby and Masson, about a mile of good work was done.

Cosby Roads.—From lot 1 to lot 3, Cosby, a mile of repairs were made. A mile was also opened on the 8th con. between lots 5 and 8, and between lots 1 to 4 two miles were well improved with another mile from lot 4 to lot 6.

Cassimir Roads.—Across cons. 2 and 3, and lots 9 and 10, some two miles were improved, and between cons. 4 and 8 and lots 9 to 10, two miles were repaired.

Capreol Roads.—The draining and grading of a mile and a half across lots 8 to 12, con. 3 and from lot 8 to lot 12 a mile and a half of work with a 40 foot bridge. Also across lots 8 to 12 between cons. 1 and 2 a mile and a half was opened and a bridge 40 feet long constructed.

Crerar East Town Line Road.—A mile and a half opened between cons. 1 to 3.

Caldwell and McPherson Town line.—Across lots 2 to 4, inclusive, a mile and a half opened and improved.

Calvin Township Roads.—On the Mattawa and Bonfield roads from cons. 4 and 5, across lots 26 to 34, a mile and a half of repairs were made. Improvements were also made across lots 26, 27 and 28 for about a mile. A quarter of a mile was opened across lots 24 and 25 and clearing and ditching across lot 1, practicaly between Calvin and Boulter, for about half a mile: and from lot 30 east, half a mile across lots 30 to 32 another half mile was repaired with three-quarters of a mile also improved across lots 7, 8 and 9 on the 2nd concession.

Cameron Township Roads.—From con. 25 to Pembroke road, through lots 8 and 9, a mile of clearing and ditching was done, and in Cameron township along lot 7, con. 22, about a quarter of a mile was cleared and stumped.

Chisholm Township Roads.—On the 10th side line, across lots 10 and 11, half a mile of stumping and grading, and twenty rods graded on west side of con. 1, and sixty rods west on con. 2. On the 5th line from con. 8 west, one hundred and fifty-nine rods were partially improved and made passable, and on the same side line on cons. 6 and 7, five hundred yards were cleared and seven hundred and fifty yards graded,—about three and a half miles of repairs.

Carden Roads.—A mile was gravelled between lots 15 to 18, con. 1, and sixty rods repaired from lot 6 to lot 10. On the second quarter line, 9th concession, about one hundred and forty rods were well improved, and on the boundary between Eldon and Carden, half a mile was gravelled. Three-quarters of a mile were gravelled between Carden and Dalton, with half a mile of gravelling on Dalrymple road.

Corundum Mine Road.—Work began at lot 18 con. 8 ending at lot 10 in the same concession. More than two miles were thoroughly improved and graded.

Carlow Township Roads.—Half a mile opened on the 9th con. of Carlow to avoid the building of what is locally called Campbell's bridge.

Clarendon and Ardoch Road.—A mile and a half of gravelling from a point, half a mile south of the village of Ardoch to Pine Lake with two miles of repairs towards Clarendon station.

Cross Lake and Madawaska.—From lot 7 con. 10 township of Lyle to Cross Lake settlement a mile was well improved.

Chandos Township Roads.—About eight and a half miles were improved from various lines in the above township, upon roads very much out of repair.

Cavendish Roads.—Upon what is known as White Lake road in the 18th con. of Cavendish from lot 1 to lot 18, two miles were well improved with another two miles upon the Buckhorn road from the 13th concession.

Carden and Mara Town line.—Five hundred yards were gravelled to a depth of about seven inches with some thirty rods of drains.

Chaffey's Locks and Opinicon.—Three miles of improvements from Chaffey's Locks to the boundary of Bedford and Storrington.

Collins Lake Road in Kingston Township.—More than half a mile of broken stone was laid on the 6 and 7th concessions, and the road raised some three feet to make it generally serviceable.

Donegal Road.—In the township of Gratton between concessions 15 and 16 crossing lots 24 and 25 about half a mile of repairs were made and a mile and a quarter graded crossing lots 23 to 26, inclusive, southwesterly in Gratton.

D'Acre and Caldwell Station Road.—Crossing lots 8, 9 and 10 between D'Acre and Caldwell station on the G.T.R'y almost a mile of work; and in Gratton township from the Railway station to Brudenell on con. 1 across lots 20 and 21, the road was gravelled.

Darling, 8th Concession Road.—The chief work was the building of a cedar bridge 90 feet long with repairs over a swamp.

Dalton Roads.—From con. 9 to con. 12 about two miles and a half were repaired on what is known as Sadowan road, ninety rods on lot 29 were filled in and across lots 11 to 15 inclusive, Culverts were put in and general repairs made; altogether about three miles of work.

Dunnett Road.—A thirty foot bridge was built upon two piers and between concessions 2 and 3 a fifty foot bridge was also erected.

Dunnett and Cassimir Town Line.—From lot 1 to lot 12, six miles of repairs were made.

Douro Township Road.—From a point about one mile from Douro post office southward on a line between concessions 3 and 4 and lots 1, 2 and 3 about three quarters of a mile were improved consisting of underbrushing, stumping, grading and turnpiking.

Dunnett Roads.—A road was opened between lots 9 and 10 Cassimir through concessions 5 and 6 for a mile: and between concessions 4 and 5 across lots 4 to 7 some two miles were repaired.

Dill Township Road.—General repairs for something like three miles.

Desermeau Road, in Grant.—A mile of road opened between the townships of Grant and Springer.

Douglas Station Road.—Gravelling between Douglas and Douglas station, the railway company supplying eighty-nine carloads. The work is on concession 9 across lots 1, 2, 3 and 4 Bromley.

District Line.—About a mile of road opened.

Faraday and Herschell Road.—A road from Bancroft west into the county of Haliburton on the town line. Some two miles of repairs were made.

Ferry Roads.—A mile of work was done on con. 6 with half a mile on "Canal Road" leading to the front of Wood Island. Otther improvements were made through roads leading to Howe.

Ferris Township Roads.—A mile and a half of repairs were made from lot 33, con. 16 west on North Bay and Bonfield road. From Thorncliffe east half a mile of grading and two miles of repairs were made. Also on the Trout Lake and Borbeille road from lot 12 to lot 15, con. 11, two hundred yards of crossswaying, and a quarter of a mile ditched and graded. On the 6th and 7th con. line lots 11 to 15, a cheap road was opened a mile and a quarter and on the side line between lots 14 and 16, through con. 8 five-eighths of a mile were opened. Three quarters of a mile between lots 19 and 20, con. 8 was cleared and stumped and some four hundred and fifty yards graded on lot 22, con. 3.

Gore Line.—In the township of Westmeath across lots 1, 2, 3, 4 on Gore line a mile of gravelling was done in a satisfactory manner.

Garson and Capreol Town Line.—In this instance the inspector through fire lost his papers and is therefore unable to report fully, but it is understood that some three miles were done in making repairs.

Gibbons and Bastedo Road.—About a mile of work across lots 10 to 13, of the 1st con. of Gibbons and on the 2nd con. of the same township across lots 6 and 7, good work is reported making about two miles. From lot 8 to lot 12 on the 1st concession line of the same township, two miles were opened.

Greenview Road.—A work beginning at the centre of lot 11, con. 1 Wicklow and thence south on the road allowance to the 14th con. of Monteith, thence west to lot 15 con. 14 two and a half miles of repairs.

Gilmour Road Approaches.—In the township of Limerick this work was done on lot 13, con. 19 and was the completion of approaches to a bridge built last year. The finishing of this road shortens the distance between St. Olo and Gilmour about four miles. The Council of Tudor and Cashel spent a considerable sum towards completing and fencing the road.

Glamorgan and Cardiff.—On the Buckhorn road north from the Monck road culverts were put in and general repairs made on the same road. From con. 4, southerly three miles were repaired, and on the Monck road to Maxwell's bridge, lot 15 con. 7 two miles and three-quarters of general improvements and grading.

Gull Creek and Horse-Shoe Lake Road.—Two and a half miles from Horse-Shoe Lake south to Gull Creek as a continuation of work begun two years ago.

Galway Township Roads.—Repairs and general improvements through concessions 17 and 18 on what is called Jackson's road the length being one mile. A mile of work on "Dutch Line" from lot 5 westerly—chiefly grading. Another mile was repaired on Monck road on concessions 17 and 18. On Swamp Lake road, lots 10, 11 and 12 con. 10, about two miles were repaired. A mile and a half of repairs were made on Reid road from about lot 13, easterly and done in conjunction with a Municipal grant of one hundred and fifty dollars. Two miles were also graded on the 3rd, 5th and other concessions, and a half mile graded on Bobcaygeon road—altogether nine miles of work. From White Lake, west two miles were generally improved. A bridge was constructed over Birch Bark Creek on White Lake road between Snowdon and Galway with twe thirteen feet approaches and two piers sixteen feet high.

Hartington and Conway's Road.—Half a mile of broken stone was used in improving the road from Conway's Creek to Hartington and a full length of two and a half miles were improved.

Harvey Township Roads.—Hills were cut down on Bobcaygeon road towards Buckhorn road, and on Tates Bay road a bridge was built, on Nogies Creek road a mile and a half was graded and gravelled and half a mile cleared. On Tighes Mountain road three-quarters of a mile were improved and on the Bobcaygeon road to Kinmount a mile and a half was well repaired. Two miles between Bobcaygeon and Buckhorn were repaired and a mile underbrush, graded and gravelled on what is called Origen road. On concessions 3, 4 and 5 westerly, half a mile was also gravelled on Buckhorn road, towards Sandy Lake, in the 9 and 10 concessions. A mile of repairs were made on Sandy Point road, on the 15th con. and another mile on the 13th and 14th concession line.

Harlow and Northbrook Road.—A road between lots 29 and 30 in the township of Kaladar in the 10th con. to meet the Abbot and Reid road a

length of about one mile and opened through a bush shortening the distance to Harlow by a mile and a half.

Herschell Road.—From Diamond Lake siding of the Irondale, Bancroft and Ottawa Railway to the boundary between Cardiff and Herschell northward on said boundary a bridge thirty feet long was built over the outlet of Diamond Lake and repairs upon the road were made for something like two miles.

Hanmer and Capreol Town Line.—A work on the above named town line upon which good work was reported and representing some three or four miles of repairs.

Hugel Roads.— Across lots 4 and 5 in the 4th con. a mile of road was opened and other work was done between concessions 2 and 3.

Hawley Concessions 1 and 2 Road.—On the boundary between Hagar and Hawley, satisfactory repairs were made over something like two miles.

Hanmer Township.—Between lots 6 and 7 two miles of substantial repairs were made.

Jones Falls and Battersea Roads.—In south Crosby from lot 7, con. 8 to lot 6, con. 10 about two and a half miles of gravel was laid for the general improvement of the road.

Jennings Road.—Between concessions 3 and 4 across lots 1 to 4 some two miles of repairs.

Jones Falls and Morton.—From Elgin and Morton road towards Jones Falls a mile and a quarter of broken stone was laid to complete the gravelling and grading begun last year.

K and B Coal Creek Bridge Road.—Across lots 5 and 6 from Killaloe to Frogmore, half a mile of excellent work was done.

Kingston and Bedford Road.—Something like a mile of improvements were made.

Kirkpatrick Roads.—A mile brushed and portions graded between lots 7 and 8 across concessions 3 and 4 and some two miles repaired on the 4th concession.

Leduc Road.—From con. 4 to con. 6 between lots 7 and 8, Gibbons about two miles were opened.

Long Lake Road in Broder.—On the 4th con. of Broder about a mile was opened.

Laroque Road Field.—A bridge was built over Pike Creek in the 1st con. of Field, having a span of thirty-six feet; two miles of road were also repaired.

Lyell and Madawaska Station.—From the west side of lot 12 con. 5, Lyell township eastward to the centre of lot 11, in the same concession and thence northward about one hundred rods, three quarters of a mile were very thoroughly improved.

Lanark and Darling Road.—A work on the 11th con. of Darling across lots 1 to 4 inclusive—some two miles of repairs.

Longford Mills and Orillia Roads.—In the township of Rama, one hundred and thirty-two rods were graded and eight inches of gravel laid over the whole length. In Mara township thirty rods were equally graded and gravelled and being on the main road between Longford and Orillia.

Loboro', 8th and 9th Concession Roads.—On the concession line named further improvements were made upon the work of last year in reducing hills and improving gradients.

L'Amable and Bancroft Roads.—General repairs and improvements upon hills over a length of more than two miles.

L'Amable and Port Stewart Road.—Beginning at lot 15, con. 12, at Mayo and ending at lot 17, con. 15, two miles were very permanently repaired. It is a main and important highway.

Marlbank Road.—From con. 2, Hungerford north between lots 34 and 35 to con. 3, thence east on con. 3 to boundary between Addington and Hastings and thence north about four miles were repaired. It is the main road between Marlbank and Clairview.

Morton and Jones Falls Road.—About a mile of grading was done from lot 8, con. 5 towards Elgin.

Murray Lake and Markstay Road.—A bridge fifty-five feet long was built over a waterway on con. 4, between lots 14 and 15 Markstay township.

Monmouth Township Roads.—On the Haliburton road from lot 22 to the boundary of Dysart, some three miles and a half were repaired. On Monck road from the boundary of Glamorgan to Halspier about three miles were repaired by general grading. A new road from Otter Creek north to con. 10, Monmouth was opened three rods wide and grubbed eighteen feet wide to a length of two and a half miles, making a fairly good highway. Another portion was opened south of Otter Creek to Monck road at lot 23.

Monck Road West of Sebright.—Across lots 11 to 15, inclusive of con. A on Monck road substantial and lasting work is reported for a mile and a quarter. A mile and a half was also graded and about another mile improved in the township of Digby.

Mountain Grove and Long Lake Road in Olden.—Between Mountain Grove and Williamsburg, a length of about five miles of excellent repairs are reported.

Monmouth and Sherbourne.—Sixty rods of new road were opened through a swamp in Monmouth on the 15th con. Trusses were renewed on Burnt River bridge, on the 7th con. of same township and a mile of repairs were also made. Upon Fletcher Lake road about two miles were repaired on the 5th and 6th concessions of McClintock. On Hollow Lake road from lot 5, con. 12, Sherbourne many changes and improvements were made.

Minden and Lutterworth Roads.—Some sixteen miles of repairs were made as follows:—A new road on the 1st and 2nd concession of Lutterworth and 14th concession of Somerville between lots 5 and 6 Lutterworth with a deviation about a swamp and hill at con. 2; and over con. 14 Somerville about two and a half miles were well improved. From lot 6 to lot 12 Lutterworth two miles of repairs were made, and on Miner's Bay road to Bobcaygeon road two miles were improved. Three and a half miles were repaired on the Minden and Haliburton road. On Minden and Gelert road repairs were made from Minden village to con. 14, Snowdon, some three miles; and on the Minden and Carnarvon road two miles weres graded, and from Horse-Shoe bridge to Mitchell's bridge.

Mattawa Township Roads.—One mile of a deviation to avoid a hill was made across lots 32 and 33 and two miles of grading from lot 40, con. 3 to lot 37, con. 5.

Mattawa and Pembroke, Head, Clara and Maria.—Across lots 8 and 11 inclusive, and across lots 16 to 19, west of Radcliffe in Head three miles were cleared of brush in east Maria and two in Clara. Seven miles of repairs altogether.

Mason and Scollard Town Line.—Two miles of repairs between concessions 5 and 6 on the town line named.

Mason North Town Line.—About four miles of road were opened chiefly from lot 4 to lot 10 and across lots 3 and 4, including a bridge eighty feet long, and another half mile of work.

Martland Roads.—From lot 6 to lot 12 about three miles of road were constructed. And between lots 4 to 8 on the 1st con. two miles were opened with an equal length from lot 8 to lot 12.

Markstay and Appleby Road.—Five miles were well improved.

McPherson Fifth Concession Road.—From lot 3 to lot 5 a mile and a half of excellent repairs were made.

McPherson North Town Line.—Good work was done across lots 4 to 6 representing about a mile and a half of repairs.

Markstay and Warren Road.—This work is in the 4th concession reaching to Ratter Lake at lot 1. The road was opened 50 feet wide and all culverts and necessary drains put in, the length is about three and a half miles.

McKenzie Lake Road.—A highway in the Hastings road westerly to the Central Ontario Railway and is about two miles long, opened, stumped and otherwise improved.

North Algona.—Across lots 24 and 25 half a mile on the 5th proof line was repaired satisfactorily. Half a mile was also drained and the road graded, crossing lots 25 and 26 Wilberforce and in North Algona repairs on lots 1 and 2 con. 1, were made for half a mile.

Neelon Concession 3 Road.—About two miles of work.

North Bay and Bonfield Road.—Grading and gravelling half a mile between concessions 9 and 10, across lots 5 and 6 Bonfield and with other repairs across lots 1, 2, 3, on con. 10 represents about a mile and a half of work.

North Sherbrooke, Concession 4.—Half a mile of repairs across lots 6 and 7 on the above named concession.

North Smith Road.—A swamp was drained and what is known as the west Communication road. Three hundred yards of earth and stone were hauled and a drain opened one hundred and twenty rods. The municipality granted three hundred dollars to aid in the work so that the total expenditure was about $500.

North Shore Road in Loboro'.—From Perth road east about four miles were repaired.

North Elmsley East Boundary.—A work leading to Drummond from the north end of Smith's Falls to the east boundary of North Elmsley. Altogether three miles have been stoned and generally constructed, leading to the township of Drummond and shortens the distance for farmers one half or six instead of twelve miles.

Oak Lake Road.—In the townships of Belmont and Methuen, but chiefly in the latter township through concessions 3, 4 and 5 substantial improvements were made. Two hundred rods being covered with crushed stone, the municipalities supplied the crushing machine and contributed one hundred dollars to assist in the work.

Oak Flats Road.—Half a mile of work as a continuation from last year's operations and is on the boundary between Hinchinbrooke and Portland.

Opinicon and Perth Road.—Fairly good work is done on the main or leading road from Perth road towards Elgin and representing about two miles of repairs.

Oso and Maberly Road.—A mile was graded and gravelled.

Pembroke and Eganville Road.—In the township of Wilberforce about the shore of Lake Doré, repairs were made over some five miles and three miles were graded and gravelled crossing lots 5, 6, 7 and 8 on the above named road.

Paquett's Rapid Road.—In the township of West Meath, across lots 10, 11, and 12, and 17, 18 and 19, repairs were made covering over a mile and a half.

Pembroke and Mattawa Road.—A mile was gravelled between lot 40 Alice and lot 1 Petawawa and a mile and a half in the township of Pembroke.

Paradis Road.—A mile of new work for its general improvement.

Papineau Township Road.—Half a mile was repaired across lots 12 and 13 and half a mile of grading and gravelling across 18 and 19. A mile and a quarter of grading was also done from con. 10 to con. 12 between lots 10 and 11, with half a mile across lots 2 and 3, con. 11. Improvements were also made across lots 6, 7 and 8. From the west side of lot 27 east four hundred and seventy-five yards were opened on con. 13 and gravelling was done over the balance of lots 27 and 28, making three quarters of a mile of work. Between lots 5 and 6, four hundred yards were gravelled and grading was done for half a mile on the side line between lots 10 and 11, in concessions 8 and 9. Half a mile of grading and gravelling was also done between lots 20 and 21 in the 13th concession.

Perth Road.—A mile and a half of work. The grant was made last year but expended this season.

Parham Village to Parham Station.—Half a mile of new road made to open as a travelable road to the station as a main highway.

Parham and Arden Road.—Two miles and a half were repaired from McLean's school house to Wagerville.

Plevna and Levant Road.—From Plevna towards Levant three miles were improved including a bridge over Buckshot creek, 55 feet long with another bridge about 60 feet in length.

Proving Line between Concessions 11 and 12 Hagarty.—A work between lots 11 and 12 Hagarty, about a mile and a quarter and on the proving line of 11 and 12, crossing lots 28 and 29, half a mile of good work was done.

Ross Town Line.—On the town line between Westmeath and Bromley, work was done crossing lot 26 Bromley, and lot 26 Westmeath, half a mile. On the town line between Ross and Westmeath $50.00 were spent across lots 6 and 7, and on the 4th con. of Ross repairs were made across lots 13 to 16, making a mile of satisfactory improvmeents.

Road South of Sturgeon River in Field.—Across lots 8 to 10, a mile and a half of good work was done. And north of Sturgeon River about two miles of repairs are understood to have been made.

Road between Lots 7 and 8 Kirkpatrick.—Between concessions 2 and 3 and lots 4 to 6, a mile and a half of good work is reported.

Robillard Hill.—From the east side of lot 23, con. 12 Bangor southwesterly, to boundary between Bangor and Carlow, stone filling, opening of water courses and general repairs, representing some three miles.

Richmond Township Road.—Broken stone was laid over a mile and a quarter south of West Plains Village; and northward three quarters of a mile was well repaired on the 11th con. of Richmond.

Road between lots 6 and 7, Concession 3, Crosby.—A mile and a quarter opened across lots 1 to 5, in the above township.

Rama Roads.—A mile of gravelling was done on the road between lots 10 and 11 from the town line con. L. and four hundred rods were also gravelled towards Washago beginning between lots 5 and 6.

Raglan and Radcliffe Roads.—In the township of Raglan, two miles were opened, crossing lots 23 to 26, in the 19th concession. Two miles, crossing lots 1 and 2 in the 1st concession and across lots 1 and 2 in the 2nd

con. in Radcliffe. General repairs were made on Combermere and Palmer Rapids in Radcliffe and on the Combermere and Craigmount road in Radcliffe, a good work was done on lot 8 to overcome as far as possible an overflowing of the river.

Road between Killaloe and Brudenell.—Some six miles of repairs were made between the points above named, the work being in Admaston and Hagarty.

Roads between Wilno and Barry's Bay and Wilno and Killaloe and Hagarty.—The cutting down of a hill between lot 35 Hagarty and lot 1, Sherwood and across lots 4 and 5, con. 4 Hagarty half a mile making about three miles of repairs.

Sebastapol Roads.—Crossing lots 24 and 25 range C. half a mile of satisfactory work was done, and on the town line between Grattan and Sebastapol improvements were made across lots 27 and 28 Grattan and 33 and 34 Sebastapol—about a mile.

Stony Lake and Norwood Road.—On the ninth line of the township of Dummer, twenty rods of gravelling with clearing and logging.

Somerville, Bexley and Laxton Roads.—From con. 4 to con. 2 Bexley a mile of gravelling. On base line a mile and a half of repairs by blasting and other heavy work. On Cameron road three quarters of a mile was graded across lots 7 and 8 Laxton. On the south boundary of Somerville at lot 7 and 8 three quarters of a mile of swamp was graded. And on front range lots, Gull River on what is known as Burnt River road three-quarters of a mile was well improved. On Bobcaygeon road between Galway and Somerville from the north part of lot 6 to con. 5 about a mile and a half of repairs. On the Monck road in Somerville three miles were well repaired with grading, ditching and drainage representing about eight and three quarter miles of improvements.

Stanhope and Snowden.—On Peterson road half a mile east of Peterson to Maple Lake post office, three miles of repairs were made, and on Island road from Peterson road to Hall's Lake, about four miles were repaired, while from Gelert to the new iron bridge on Monck road, four miles were well improved with other important repairs on Monck road to make general traffic satisfactory.

Snow Road.—Three miles were improved from the Kingston and Pembroke Railway to the east half of lot 18 concession 7.

Smokey Falls Road in Field.—A mile opened, drained and graded between concessions 4 and 5 of the township of Field.

Sharbot Lake to Tichbourne and Crowe Lake.—Three and a half miles of work was done on the above road and half a mile of road opened.

Sudbury and Blezard Valley Road.—Three miles of work was done consisting of general grading with necessary offtake drains.

South Algona Roads.—The third concession of South Algona was opened to the town line between South Algona and Brudenell a good half mile. On Brudenell and Eganville road South Algona, a very rough section was improved across lots 18 and 19. On Eganville road, a quarter of a mile was repaired, including four new culverts and crossing lots 22 and 23, concession 9, repairs were made for half a mile, with a mile of work on a portion of the road between Sebastopol and South Algona; while across lots 3 and 4, half a mile was improved.

Sheffield Concession Road.—From lot 7, concession 1, south to lot 3 to connect with Tamworth and Marlbank road, some two miles of work was done.

Stafford Road.—In the 3rd concession of Stafford, across lots 8 and 9, excellent repairs are reported, and on the 3rd and 4th concession of the same

township across lots 9 and 10, the distance was well graded and representing altogether about two miles.

St. Charles and Appleby Road.—A mile of good work was done between lots 1 and 4 on the 4th concession.

Trout Lake to North Bay.—Three-quarters of a mile improved on concession C. across lots 16 and 17 eastward, and on lot 16 westward half a mile was gravelled with 55 rods of work from the town limit of North Bay eastward and representing altogether about three miles and a half of general improvements.

Tryon Road in Olden.—Two miles and a half were improved from the Frontenac road eastward.

Victoria Road.—On the western boundary of Tryon on the above road, two and a half miles were graded and between Bexley and Carden about a mile and a quarter was graded and gravelled.

Wolf Grove Town Line Ramsey Township.—From concession 4 crossing to concession 8 in Ramsey township, some two and a half miles were repaired.

White Lake and Pakenham.—A continuation of work of last year and crossing lots 26 and 27 Pakenham for half a mile.

Widdifield Township Roads.—Repairs were made between lots 22 and 23 across concessions C, B, A and 1, about four miles. Another mile was stumped and graded, and on lot 7 concession A, half a mile of clearing and stumping was done. Repairs were made on concessions B, A and 1 along lot 20 for about three miles, and from the centre of lot 4 concession A two hundred rods were cleared angling into lot 3, and including three hundred and thirty-seven yards of crosswaying.

Westbrook and Sherbrooke Road.—Commencing at lot 21 concession 8 north Crosby, and thence east to half a mile from the boundary between Leeds and Frontenac about two miles and a half of work was done.

Wallaston Township Road.—About two miles were improved from lot 4 concession 8 southwesterly through lot 13 concession 6.

Wilberforce Roads.—On the 16th concession, half a mile was opened, and across lots 31 to 34 inclusive on the 22nd concession a mile was improved.

Westmeath Roads.—Across lots 18, 19 and 20, concession 8, a large amount of gravelling was done, and a rough stony hill reduced; three-quarters of a mile of work. Also across lots 17 and 18, concession 1, a low and wet section was filled in and gravelled.

Wylie Road.—On the 12 concession of Wylie between lots 5 and 6, a mile was opened through a low swamp.

Warren and Crosby Road.—Half a mile was opened between Martland and Crosby across lots 3 and 4 and between Cassimir and Jennings, three miles were improved.

Warsaw to Young's Point Road.—The renewal of an old bridge by filling in a length of one hundred and seventy-five feet, and requiring two hundred cords of stone. The cost of the above work was about $400, the balance of the expenditure of $200 having been paid by the township of Douro.

Wilson Road in Bedford Township —Something like two miles of repairs.

Whitefish and Black-Donald Road and Bridge.—Two miles of Road in Griffith township, crossing lots 12, 13, and 14 from Mattawatchan to Black-Donald Graphite Mines.

Wahnapitae Lake Road.—From lot 3 Dryden township crossing Falconbridge and Maclennan to Lake Wahnapitae, about fifteen miles were improved.

TEMISKAMING DIVISION.

Armstrong and Hilliard Road.—The road was extended over a length of four miles and a half, gravelling about two miles of swamp and turnpiking and ditching two and a half miles.

Armstrong and Beauchamp Town Line.—From the line between lots 4 and 5, concession 5 south, one mile of ditching was done upon each side, half a mile of crosswaying was laid and two miles graded.

Bucke between Lots 6 and 7.—General repairs.

Brethour Road Between Lots 6 and 7.—From White River to the north boundary of Brethour a road has been well repaired for general traffic.

Beauchamp Road.—From the line between lots 4 and 5, concession 5 south, a mile of double ditching, half a mile of crosswaying and two miles of double ditching.

Casey between Lots 6 and 7, Concession 4.—On the road named a mile was opened across lots 6 and 7 on the 10th concession to White River. It was

Road through Earlton, Township of Armstrong.

opened 60 feet wide and one-half of the length was graded. Four hundred and thirty rods of crosswaying was laid under contract at $1.72 per rod.

Cane Township Road.—Three miles were opened from lot 7 to lot 12, both inclusive, under contract as advertised and reported as having been done in a satisfactory manner.

Cobalt and Haileybury Road.—The road between the points above named about six miles in length was made, the inspector says, generally good throughout.

Charlton and Hyslop Road.—Nine miles and a half were put into fairly good condition.

Chamberlain Road.—From the south boundary of Chamberlain north, three-quarters of a mile were well finished. Eleven culverts were put in and three large ravines filled up in addition. Fifty-five rods were crosswayed with other necessary repairs to complete the road. On the town line across concession 2 on the line between concessions 3 and 4, three hundred and fifty rods of crossway was laid and two and a half miles of ditching.

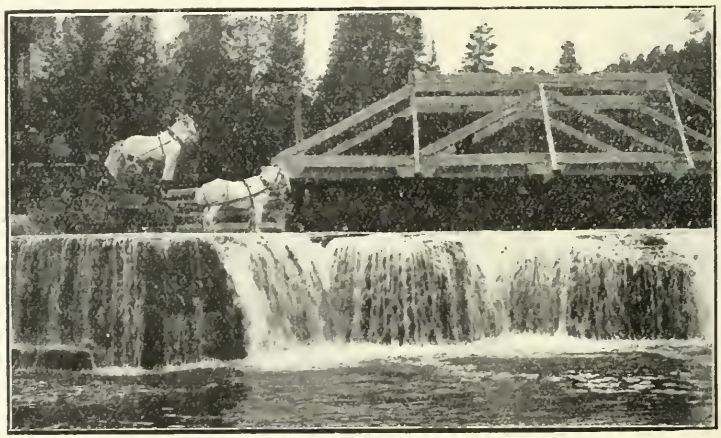
Cobalt and Assignac Road.—From Englehart north between lots 10 and 11 to boundary of Marter and on the town line between Evanturel and Dack half a mile west and one mile south was opened, cleared and ditched.

Charlton and Mud Lake Road.—From the south boundary of Savard within about a mile of Mud Lake, a serviceable road has been opened and well supplied with culverts. The road was graded from Charlton Village north to the northerly limit of Dack, a length of three miles, two of which were very wet and boggy.

Diamond, Concession 2 Road.—A mile and a half of repairs costing some three hundred and fifty dollars.

Dack and Robiliard Front of Third Concession.—Three miles have been half width, one mile being stumped and graded, the second mile was opened stumped and partially graded, and the third mile partially opened.

Earlton and Montreal Valley.—This work was done under a specification that the road should commence at the east side of lot 3 between concessions 5 and 6, township of Bryce, running eastward to Montreal River as the same was located. Some thirteen and a half miles were opened under contract. Eight miles were also opened from Windigo north and northeast to a point about two miles from Fitzpatrick Bay, Larder Lake, including a new portion



On the Charlton Road, over Jean Baptiste River.

between concessions 4 and 5, Township of Catharine, northeasterly to meet the road opened by miners.

Evanturel.—One mile was opened between lots 10 and 11 of Evanturel to Englehart and Chamberlain Road.

Grading Old Roads.—Some forty-one miles were improved upon many sections of existing roads with a grading machine, and the result is understood to be very satisfactory.

Harley Front of Concession 5.—From north road west a line was widened and stumped with light grading for a mile and a half, and another mile was chopped out graded, ditched and crosswayed.

Hudson Third Concession.—A mileand a quarter was chopped, stumped and grubbed over a very rough section. In the same township a road was opened from concession 4 across part of lot 2 to the line between lots 2 and 3 at Fishers Creek. Six miles were also opened and two miles and a half gravelled, the township giving an additional $1,000.

Harley and Hilliard Town Line.—Four miles were repaired opening a good road to Thornloe Station.

Henwood East Boundary.—A road was opened half width for a length of three miles from the north boundary between Henwood and Kearns south. Stumped over two miles and ditched for a mile and a half on one side.

Haileybury and Firstbrooke Road.—From lot 7 to lot 12 inclusive, between concessions 4 and 5, a road was chopped out 60 feet wide for three miles under contract as advertised.

Henwood Road and Bridge.—On the line between lots 6 and 7 continuing to lot 12, three miles were opened, ditched and crosswayed. A bridge 140 feet long with approaches was also constructed over Saint Jean Baptist.

Hilliard Lots 4 and 5 Front of Concession 4.—A road was opened connected with side line running north and south between lots 4 and 5 Hilliard for an outlet to the railway at Earlton.

A Colonization Road in the Temiskaming District. "North Road."

Harris Road.—From the centre of concession 6, north to concession 2, Casey, four miles were opened, stumped and lightly graded. Three-quarters of a mile was also opened and stumped to "Keys Road" and a bridge erected over Moose Creek.

Harley and Casey Road.—A mile and a half of improvements were made from concession 4 north and on the 4th concession of Casey, ditching and grading was done for three miles with a considerable quantity of crosswaying.

Ingram South Boundary.—Almost four miles have been opened. The work is not yet completed.

Kearns and Hudson Town Line.—From the front of concession 2, north to the boundary of the town line named, three miles were opened and stumped with a mile of ditching making a passable road to Thornloe on the Temiskaming and Northern Ontario Railway. On the line between lots 4 and 5 east, a mile and a half was improved and gravelled to the railway.

Kearns and Armstrong Town Line.—Two miles and a quarter were cut out half width, stumped and graded. Two miles of ditching were also done.

Larder Lake Road.—From the Temiskaming Northern Railway at Beton, north-eastward to Larder City, about twenty miles were opened and made generally passable.

Moose Creek Bridges.—A queen truss with a 38 foot span and approaches was built over the said Creek on what is known as "Keys Road."

Marter Township Road.—The opening of three miles clearing and stumping the entire length. Again on the town line west to lot 7, a mile was opened, settlers contributing about half the expenditure.

Otter Creek Road.—Three-quarters of a mile cut out, grubbed and ditched.

Peterson's Bridge.—Over Mill Creek in the township of Buck a 42 foot span bridge was built with 40 feet of approaches.

A Colonization Road in the Temiskaming District. "TomstownRoad."

Savard South Boundary —From the east boundary of Savard west three miles were opened and graded one-half the usual width, making a serviceable highway.

Taylor Road.—Completion to Uno Park in a very satisfactory manner of two miles and a half.

Tomstown and Windigo Road.—A work extending between Tomstown to Windigo. About four miles were opened. A bridge was also built in connection with the last mentioned work.

The expenditure in detail is furnished by the Accountant.

I am,

Your obedient servant,

HENRY SMITH,

Superintendent.

SUMMARY OF EXPENDITURE ON COLONIZATION ROADS AND BRIDGES, IN THE YEAR 1907.

North Division.

Name of Work.	Expenditure.
Aberdeen, (Cons. 1 and 2) Road	$295 02
Aberdeen, Lot 2, 1st Con. Road	100 00
Aberdeen, 3rd Con. Bridge	199 65
Ansonlia Bridge	200 00
Aubrey Township Road, west half	198 05
Aubrey Township Road, East half	199 93
Allan and Gordon (conditional) Road	500 00
Assiginac (conditional) Road	500 00
Aweres and Bellevue Road	598 58
Bellingham and Montgomery Road	502 66
Balfour Road	515 58
Bridgland Road, Northern Road section Road	250 00
Bridgland Road, Northern Road section 2 Road	243 36
Bruce Mines and Milltown Road	295 64
Bright Additional (Lots 1 and 2) Road	383 97
Bruce Mines and McBeth Road	480 00
Bellingham and Grassett Road	450 00
Blind River and North Road	199 67
Bassineer Bridge (Thessalon River)	181 43
Blind River and Massanoga Road	300 20
Bridge at Stanley (to protect from ice jam)	117 25
Beaver Creek Bridge repairs	121 70
Billings (conditional) Road	500 00
Bidwell School and Manitowaning Road	499 97
Bridge, 10th Con., Campbell Township	300 00
Burpee, Con. 5 and 6 Road	200 07
Burpee Road	349 35
Burpee and Cockburn Island Road	358 32
Blue, Pratt and McCrossan, 1st sec. Road	2,066 06
Blue, Pratt and McCrossan, 2nd sec. Road	952 30
Burris and Carpenter (T. L.) Road	507 15
Beaver Creek Bridge	250 00
Bellevue Road	769 85
Cariboo and Port Lock Road	514 84
Cartier and Chelmsford Road	499 25
Cobden and Striker Road	495 29
Campbell Mine (Plummer) Road	299 78
Collins Bridge (McLeod's Creek)	250 00
Carnarvon and Sandfield Road, 1st sec. Road	397 27
Carnarvon and Sandfield Road, 2nd sec. Road	250 00
Carnarvon and Sandfield Road, 3rd sec. Road	248 15
Carnarvon (conditional) Road	500 00
Creighton and Killarney, 1st sec. Road	300 00
Creighton and Killarney, 2nd sec. Road	300 06
Campbell Township and Gore Bay, 1st sec. Road	250 00
Campbell Township and Gore Bay, 2nd sec. Road	650 00
Carnarvon (25 side line) Road	300 07
Carpenter (6 and 7) Road	986 88
Conmee ("A" and L) Road	800 00
Conmee (balance 1906) Road	18 69
Conmee (Con. 1), balance 1906	15 92
Day and Goldenburg Road	501 14
Dunns Valley and Houghton Road	478 65
Dean Lake and Iron Bridge Road	303 90
Dean Lake and Dayton Road	495 00
Desbarats' Location Road	250 20
Dowling (Con. 4) Road	500 52
Darlington Bay Road	797 50
Dryden, North, Road	285 65
Drury, Denison and Graham (conditional) Road	361 89
Devlin and Burris Road	995 02
Dilke (33 and 34) Road	986 25
Dobie Township Road	501 27

Name of Work.	Expenditure
Dorion Township Road	$898 00
Dobie (balance 1906) Road	16 37
Eaton Township Road	598 80
Espanola (Fisher's section) Road	299 89
Espanola (McCourt's section)	293 00
Foster's (in Gould Township) Road	264 55
Fort Frances and Emo (Luttrell's section) Road	3,500 00
Ft. Frances and Emo (Kerr's section) Road	913 83
Galbraith (3 and 4) Road	250 00
Gordon and Rock Lake (Williams section) Road	300 77
Gordon and Rock Lake (Gillets' section) Road	299 98
Gordon and Rock Lake (McMaster's section) Road	305 19
Gore Bay and Meldrum Bay (Srigley's section) Road	396 27
Gore Bay and Meldrum Bay (Rumley's section) Road	1,098 39
Gordon, Allan and Billings (McArthur's section) Road	350 00
Gordon, Allan and Billings (Witty's section) Road	401 24
Gorham and Dawson Road	623 50
Gillies and Scoble, Town Line Road	501 00
Gillies (4 Con.) Road	200 00
Goulais Bay Road	1,998 96
Hilton Township (Cope's section) Road	299 20
Hilton Township (Brayley's section) Road	401 08
Howland, Shequiandah and Bidwell (sec. 1) Road	150 00
Howland, Shequiandah and Bidwell (sec. 2) Road	499 50
Howland, Shequiandah and Bidwell (sec. 3) Road	152 00
Howland, Shequiandah and Bidwell (Conditional) Road	500 00
Haviland and Vankoughnet Road	200 00
Isbester Station Road	500 38
Inspection	5,646 32
Inspection, balance, 1906	189 01
Jocelyn Road	700 16
Johnson and Tarbutt (Maxwell section) Road	350 72
Johnson and Tarbutt (Robinson section) Road	409 66
"K" Line (St. Joseph Township) Road	200 00
Kirkwood Township Road	497 75
Keewatin and Darlington Bay Road	598 01
Kagawong and Providence Bay Road	800 20
Kingsford and Mather (T. L.) Road	1,006 99
Kingsford (2 and 3) Road	503 75
Kashabowie and Tip-Top Mine Road	3,160 53
Korah (sections 22 and 27)	600 00
Lumsden Road	516 88
Lee Valley (in May Township) Road	504 10
Lake Shore (in Tarbutt) Road	516 38
Laird and McDonald (T. L.) Road	199 70
Laird Township Road	600 00
Lonely Lake Road	262 07
Little Current and Manitowaning Road	896 71
La Valle and Burriss Road	994 38
Lybster, 36 Mile Post, Road	300 00
Moran and McMahon (T. L.) Road	500 00
Massey (Salter Township) Road	499 99
May Township (2nd Con.) Road	499 97
McKinnon Tote Road	300 06
McPhee (Galbraith) Road	100 27
McDonald and McPhee Valley (1 sec.) Road	253 64
McDonald (Poplar Dale sec.) Road	250 00
McDonald, Meredith and Aberdeen Road	609 92
McLeod's Crossing (Aberdeen Township) Road	180 88
Mellick and Jaffray Road	799 69
McIntyre and Oliver (conditional) Road	300 00
Mills and Barrie Island (Mill's section) Road	350 00
Mills and Barrie Island (Barrie Island section) Road	353 56
Miscampbell Township Road	494 01
Mather and Potts (T. L.) Road	1,142 66
Mather West (T. L.) Road	498 19
Mine Centre Road	500 00

Name of Work.	Expenditure.
Morley Bridge, lot 25, River Range Road	$600 55
Morley and Shenston (T. L.) Road	977 07
Northern (through Plummer) Road	2,006 33
Nairn and Worthington Road	600 00
Nelles and Pattullo Road	1,001 14
Old Northern Road	100 00
O'Connor Township Road	800 35
Patton (lots 10 and 11) Road	400 86
Plummer (lot 2, Con. 6) Road	275 00
Pickerel Creek Bridge	200 00
Parkinson and Gould (T.L.) Road	275 40
Parkinson and Bellingham Road	399 88
Patton (Marsh River) Bridge	542 82
Paipoonge Township Roads	950 56
Pattullo (sections 3 and 4) Road	1,012 75
Prince Road	503 78
Port Finlay and Echo Bay (Balance 1906) Road	52 12
Rayside Road	504 45
Rydal Bank and Rose Township Road	502 53
Rose Township (near Plummer) Road	150 30
Robinson and Dawson (1st section) Road	254 72
Robinson and Dawson (2nd section) Road	250 00
Rainy River (crosswaying) Road	644 16
Rainy River (crosswaying) Road	1,231 96
Road sections (29 and 30) Tarentorus	300 00
St. Joseph Township (10 and 11 Con. "O") Road	250 00
St. Joseph Township ("A" Line) Road	276 73
Shakespeare Road	529 29
Spanish River (in Shedden) Road	500 00
Salter (between 22 and 15) Road	497 45
Stanley (conditional) Road	900 00
Sandfield Township Bridge	152 25
Schrieber (contribution) Bridge	500 00
Sand Bay Road	216 75
Shenston and Ball Road	497 95
Thessalon (Hagen's section) Road	299 47
Thessalon (Kinch's section) Road	200 00
Thessalon (Gavin's section) Road	300 25
Thompson (Marsh River) Bridge	505 74
Thessalon River (lots 19 and 20) Bridge	743 96
Tehkummah and Assiginac (McGauley's section) Road	550 50
Tehkummah and Assiginac (Green's section) Road	150 00
Thessalon River Bridge, balance, 1906	49 86
Tehkummah (conditional) Road	500 00
Tait and Richardson Road	996 46
Tait and Pattullo (T. L.) Road	988 50
Tarentorus Township (conditional) Road	500 00
Tarentorus (sections 19 and 30) Road	600 00
Victoria and Shedden (T. L.) Road	500 50
Van Horne Road	700 24
Wells Township Road	599 08
Webbwood Bridge Road, 1st section	598 79
Webbwood Bridge Road, 2nd section	400 00
Webbwood Bridge Road, 3rd section	101 60
Walford (Victoria Township) Road	499 97
Wells (Con. 3) Road	300 19
Wings (approaches) Bridge	160 12
Wainwright Road	598 84
West Bay Road	499 81
Whitefish and Water's Road	609 56
West Bay and Slash (Balance 1906) Road	6 75
Wabigoon (Balance 1906)	50
Zealand Township Road	200 00
Road Machinery	487 53
Survey, Sudbury and "Soo" Road	3,687 38
	$105,609 67

West Division.

Name of Work.	Expenditure
Ahmic Lake Road and Bridge	$300 00
Alsace and Westphalia Road	901 00
Armour and Ryerson Road (T. L.)	300 75
Axe Lake and Banbury Road	301 00
Ardtrea and Washago Road	399 42
Brunel and Chaffey (Hoyle's section) Road	146 51
Brunel and Chaffey (Brunel Con. 8) Road	158 56
Brunel and Chaffey (Chaffey North Road)	400 00
Bethune Road between 12 and 13	200 10
Bethune and Novar Road	301 57
Burton Creek Bridge Repairs	100 00
Booth Line Road	300 65
Balkwell Road	400 00
Cockburn and Maple Lake Road	381 50
Christie and McKellar Road	300 07
Croft and Hagerman T. L. Road	200 00
Croft, Con. 13 and 14, North Road	200 00
Chisholm and Himsworth T. L. Road	300 00
Centre Road McKellar, Con. 4 and 9	499 50
Draper and McCaulay T. L. Road, MacAulay	299 17
Draper and McCaulay, Jackson's Hill Road	299 99
Dunchurch and James Bay Road	711 34
Dillingsport Road in Shawanaga	300 00
Doe Lake Creek Bridge (Chapman)	90 00
Dalton and Washago Road	299 00
Franklin and Sinclair (Sinclair, Con. 1) Road	50 50
Franklin and Sinclair (Sinclair Road)	236 58
Franklin and Sinclair (Cains Con. and Hillside) Road	300 00
Foley Township, 11 Con. Line Road	300 00
Foley Township, Lots 120 and 121, Road	398 29
Fifth Side Road, S. Himsworth	200 47
Gibson and Baxter (Gibson Road)	302 33
Gibson and Baxter (lot 26, Con. 9) Road	200 00
Gibson and Baxter, Honey Harbor Road	100 00
Great North Road, 12th Con. Ferry	299 57
Heeley Settlement and Orange Valley Road	299 64
Himsworth, Con. 4 and 5, Road	450 00
Humphrey, Port Colborne to Black's Crossing, Road	249 87
Inspection	1,660 00
Inspection (Balance 1906)	15 00
Joly 10th Side Road	200 57
Kill Bear Point Road in Carling	299 36
Lindsay and St. Edmonds Road	371 34
Morrison and Muskoka (Muskoka Road, lot 15)	195 80
Morrison and Muskoka (Kilworthy to Muskoka) Road	196 02
Morrison and Muskoka (Hoc Roe deviation) Road	400 09
Medora and Wood Townships (Wood, Con. 16 and 17) Road	208 46
Medora and Wood Townships (Wood, Con. 12) Road	200 00
Medora and Wood Townships, (Medora, Harper Road)	150 00
Medora and Wood Townships (Medora, lot 30 and 31) Road	100 00
Medora and Wood Townships (Torrance and South Wood Road)	150 00
McLean and Ridout (Lake Shore Road)	200 12
McLean and Ridout (Lake Shore Road, lot 12)	199 91
McLean and Ridout (Ridout Road)	306 91
MacAulay and Lower Duck (Draper Road, lot 26)	200 69
MacAulay and Lower Duck (Lower Duck Lake Road)	202 97
Mill Road, McKenzie	301 94
Machar, 20 Side Road	448 81
Monteith Road, Con. 9 and 10	199 81
Machar and Strong T. L. Road	304 50
McMurrich, 15 Side Road	205 14
McMurrich, 20 Side Road	201 82
McMurrich and Ryerson T. L. Road	199 47
McKellar, 2nd Con. Road	300 00
McKellar East Road to Spence	200 00
McConkey and Wilson T. L. Road	497 84

Name of Work.	Expenditure.
Matchedash Roads	$798 64
McDonald Line Road	399 98
North West Road, McDougall	596 99
Nipissing Road (lots 5 to 23)	301 37
Nipissing Township, 10 side Road	199 70
North Road, Pickerel River	399 96
North Himsworth, 5 Side Road	499 74
Otter Lake Road in Foley	200 35
Perry and Monteith Road (Sprucedale)	200 79
Parry Sound and Beveridge Creek Road	500 70
Powassan and Callendar Road	378 84
Pringle Road, Con. 10 and 11	244 80
Powassan to Chisholm Road	300 64
Port Severn Road	400 08
Rose Point and Parry Sound Road	391 11
Ryerson (lots 5 and 6) Road	298 01
Rainy Lake Road in Ryerson	199 85
Road along Con. A, Croft	300 07
Stephenson Township (Stisted Road)	303 35
Sanfield and Carling Road	300 00
Stisted and Oakley Lake (Vernon Road)	300 59
Stisted and Oakley (Crozier's Bridge Road, Oakley)	300 00
South Himsworth Road, 5 Con.	201 26
Seguin Falls and Orrville Road	499 96
Strong, 5 Side Road	400 00
Strong and Joly T. L. Road	300 14
South River, 10 Side Line Road	250 65
Spence Township, Con. 4 and 5 Road	200 00
South Himsworth, 24 and 25 Con. Road	301 11
South River Bridge, Machar, Road	364 22
Scotia Junction Road	401 62
Watt and Cardwell Townships (Parry Sound Road, Watt)	349 07
Watt and Cardwell Townships (Con. 5, Cardwell) Road	100 00
Watt and Cardwell Townships (North Cardwell Road)	100 00
Watt and Cardwell Townships (Cardwell Road)	150 60
White-Stone Valley Road, Burton	500 00
Whitehall Station Road	203 24
	$31,731 38

East Division.

Addington Road from Cloyne	399 50
Addington Road from Kaladar	400 00
Arden and Oso Road	200 00
Arden and Kaladar Road	300 27
Arden and Harlowe Road	300 00
Antoine Creek Bridge	498 54
Airy Township Road	299 89
Astorville and Wisawasa (lot 22 to boundary) Road	204 14
Astorville and Wisawasa (19 to 22) Road	202 01
Appleby and Jennings Town Line Road	498 61
Alice and Fraser (lots 22 and 21, Con 12) Road	99 25
Alice, 12 Con., Bridge	547 77
Alice, 12 Con., Road	200 50
Alice Road and Bridge	450 30
Admaston Road	219 81
Ansen and Minden Road, North of Minden	547 71
Ansen and Minden Bedston River Road	150 50
Algona 8th Con. (balance 1906) Road	15 60
Battersea and Sunbury Road	300 00
Burridge Road in Bedford	200 00
Battersea and Kelerville Road	250 43
Burgess Mine Road	598 37
Bancroft and Maynooth Road	300 00
Bancroft and Hermine Road	398 49
Bancroft and Coe Hill Road	656 80
Bessemer Mine and Long Lake Road	600 96

Name of Work	Expenditure
Bronson Bridge (conditional grant)	$600 00
Boulter (Con. 9 and 10) Road	200 00
Boulter (Powassan Road to Depot Creek)	300 82
Boulter and Bonsfield (Great Desert Road)	100 00
Boulter and Bonfield Town Line Road	301 73
Bonfield Township (Booth Road, lots 4 and 5)	593 59
Bonfield Township (lots 2 and 3, from Con. 9) Road	200 50
Bonfield Township (lots 7 to 1, in Con. 9) Road	200 00
Bonfield Township (lots 26, 27 and 28) Road	200 00
Bonfield Township (lots 30 and 31, Con. 5) Road	200 00
Bonfield Township (lots 20 and 21, Con. 7) Road	100 39
Bonfield Township (lots 31, 32, 33, 34 and 35) Road	100 00
Boulter Roads (lots 20 and 21, Con. 11 and 12 Road) Bridge	192 31
Blezard Road (between Con. 5 and 6 Road)	510 77
Blezard (Con. 1, lots 10 and 11) Road	400 00
Blezard, 5th Con. Road	401 38
Bidal Road in Springer	199 66
Broder Township, Kelly Lake Bridge Road	400 00
Burton Road in Field	499 76
Badgerow, 1st Con. (Labrosse Road)	600 00
Belmont Road (1st section)	205 46
Belmont Road (2nd section)	386 31
Burleigh and Apsley (Church section) Road	600 00
Burleigh and Apsley (Matthews section) Road	100 00
Booth Road South	200 62
Buckhorn Road (Flynn section)	199 75
Buckhorn Road (Bennett section)	100 00
Bobcaygeon Road deviation	170 33
Bromley Township (5th Con.) Road	150 00
Bromley Township (6th Con.) Road	401 89
Bonnechere Road	200 85
Bulmer's Creek Bridge (grant)	500 00
Bark Lake and Barry's Bay Road	537 92
Brougham, Mount St. Patrick Road	400 20
Brougham, Griffith and Matawatchan (Hide Chute) Road	303 34
Brougham, Griffith and Matawatchan (Griffith) Road	320 00
Brudenell and Lyndoch (Rockingham Road)	301 60
Brudenell and Lnydoch (Quadville) Road	301 45
Bagot and Blythfield (Shamrock) Road	181 17
Bagot and Blythfield (Quilty) Road	201 50
Bagot and Blythfield (Bagot and Admaston Town Line) Road	194 00
Bagot and Blythfield (Bagot and Calabogie) Road	340 00
Bromley West Road (balance 1906)	32 50
Clarendon and Ardoch Road	307 87
Collins Lake Road	300 05
Corundum Mine Road	600 73
Carlow Township Road	200 00
Cross Lake and Madawaska Road	489 72
Constance Creek Road	300 00
Chaffey Locks and Opinicon Road	301 25
Craigmont and Combermere Road	194 53
Calvin Township (lots 9 to 6) Road	151 75
Calvin Township (Con. 2, lot 25) Road	149 85
Calvin Township (Con. 2, lots 26, 27 and 28) Road	200 12
Calvin Township (Calvin and Lawlor Town Line) Road	200 25
Calvin Township (Con. 4, lots 29 to 33) Road	149 02
Calvin Township (Shields Pit Road)	150 45
Cameron Township (Con. 25, lots 8 and 9) Road	302 32
Cameron Township (Con. 22, lot 7) Road	100 47
Chisholm Township (lot 11, Con. 17) Road	199 73
Chisholm Township (10 Side Line Road	203 16
Chisholm Township (5 Side Line) Road	250 00
Chisholm Township (lots 5 and 6, Con. 6) Road	150 00
Chisholm Township (Con. 11 to Centre of lot 6) Road	99 50
Chisholm Township (Con. 6, lot 11, Right of Way) Road	25 00
Cosby S., boundary Road	500 00
Cosby S., (Con. 1 and 2) Road	301 33

Name of Work.	Expenditure.
Cosby S., (Con. 2) Road	$204 18
Cosby S., (Con. 3) Road	200 31
Cassimer (Con. 2 and 3) Road	300 74
Cassimer (Con. 3 and 4) Road	200 00
Capreol (lots 10 and 11) Road	200 31
Capreol (3rd Con.) Road	501 42
Capreol (1st to 3rd Con.) Road	799 23
Caldwell and Badgerow Town Line Road	399 98
Crerar East Town Line Road	450 00
Caldwell and McPherson Town Line Road	500 24
Carden and Mara Town Line Road	200 00
Chandos Township Road	500 00
Carden Township Road	500 00
Carden Township (Dalrymple Road)	102 25
Carden Township (lots 9 and 10, Con. 12) Road	99 75
Carden Township (boundary Carden and Eldon) Road	100 00
Carden Township (Dalrymple and Kirkfield) Road	199 12
Cache Creek Bridge (balance 1906)	2 00
Cavendish Roads (1st section)	200 04
Cavendish Roads (2nd section)	199 62
Denbigh Road Bridge (repairs)	12 00
Darling (8 Con.) Road	202 37
Dunnett Township (Con. 1 and 2) Road	250 00
Dunnett Township (Con. 2 and 3) Road	250 47
Dunnett and Cassimir Town Line Road	500 21
Dunnett Township (lots 8 and 9, Con. 5) Road	200 25
Dunnett Township (between lost 4 and 5) Road	200 00
Dunnett Road (balance of 1906)	20 50
Dill Township Road	402 75
Desearmeau Road in Grant Township	199 92
Donegal Road in Grattan	229 94
Donegal (Eganville and Perrault) Road	300 45
D'Acre and Coldwell Station Road	301 00
D'Acre and Coldwell (Road from St. R. to Brudenell)	199 50
Dalton Township (North of School Section) Road	100 00
Dalton Township (Monk Road, Western part)	100 32
Dalton Township (Monk Road, Eastern part)	201 12
Dalton Township (Dalton and Cardwell, Boundary Line) Road	102 20
Douglas Station Road	300 00
Disiriet Line (1st section) Road	152 50
Disiriet Line (2nd section) Road	253 83
Eldon Road (balance 1906)	38 28
Ferry Roads (Wolf Island)	199 25
Ferry Roads (Howe Island)	200 22
Fourth Con., Lavant Road	300 20
Ferris Township Roads (Con. 8, through Con. 7, lot 19)	450 00
Ferris Township Roads (North Bay and Bonsfield and Thorncliffe)	300 00
Ferris Township Roads (North Bay, lot 33, 16th Con.)	100 00
Ferris Township Roads (between Con. 6 and 7 to Con. 4 and 5)	148 65
Ferris Township Roads (between Con. 6 and 7, lots 11 to 15)	211 30
Ferris Township Roads (Side Line, lots 14 and 15, from Con. 9)	152 02
Ferris Township Roads (Corbeill Crossing to Trout Lake)	250 60
Ferris Township Roads (Con. 3, lot 22)	200 00
Faraday and Herschell Road	213 05
Forester's Falls Bridge (grant)	500 00
Ferry Road (balance of 1906)	129 98
Gull Creek and Horse Shoe Lake Road	199 73
Green View Road	250 59
Gilmour Bridge (approach)	199 99
Garson and Capreol Town Line Road	502 20
Gibbons and Bastedo (Western section) Road	200 00
Gibbons and Bastedo (Eastern section) Road	301 24
Gibbons Township Road	302 28
Gannon's Narrows Bridge	100 00
Galway Township (Dutch Line) Road	199 45
Galway Township (Reid) Road	102 75
Galway Township (Silver Lake and Garvey's Line) Road	200 13

Name of Work	Expenditure.
Galway Township (Swamp Lake) Road	$99 57
Galway Township (Bobcaygeon) Road	99 00
Galway Township (Side Line) Road	100 00
Galway Township (Kinmount Section) Road	100 00
Gore Line Road	499 00
Glamorgan and Cardiff (Burleigh, 9 Con.) Road	601 23
Glamorgan and Cardiff (Hill Street) Road	99 67
Glamorgan and Cardiff (Deer Lake) Road	99 83
Glamorgan and Cardiff (Buckhorn, South of 4th Con.) Road	204 20
Glamorgan and Cardiff (Buckhorn, North of 9th Con.) Road	199 28
Glamorgan and Cardiff (Monck Road, Maxwell) Bridge	201 00
Gilmour Bridge, approval balance 1906	52 26
Harlowe and Northbrooke Road	199 52
Hartington and Conway's Creek Road	200 00
Herschell Road	300 00
Hanmer and Capreol (Town Line) Road	600 25
Hugel (2 and 3) Road	198 95
Hanmer Township (lots 6 and 7) Road	500 27
Hugel (4th Con.) Road	400 75
Hawley (Cons. 1 and 2) Road	291 00
Harvey Township South (1st section) Road	249 48
Harvey Township South (2nd section) Road	249 75
Harvey Township North (1st section) Road	697 25
Harvey Township North (2nd section) Road	99 75
Hopkins Road	50 00
Hill's (Dalton Township) Bridge	506 75
Harrowsmith and Sydenham (balance 1906) Road	50 00
Jennings (3 and 4) Road	215 33
Jones Falls and Battersea Road	501 11
Jones Falls and Morton Road	202 99
Kingston and Perth Road	300 37
Kirkpatrick (2 and 3) Road	201 02
Kirkpatrick (4 Con.) Road	199 55
Loboro (8 and 9) Road	200 07
Lyell Road, Madawaska	211 46
L'Amable and Bancroft Road	505 62
L'Amable and Fort Stewart Road	815 26
Lanark and Darling (T. L.) Road	196 60
Leduc (5 Con.) Road	500 82
Long Lake (Broder Township) Road	309 04
Lakefield and Indian River Road	200 52
Larocque (in Field) Road	300 00
Leduc Road Bridge	398 07
Longford Mills and Orillia Road	357 05
Mountain Road and Long Lake Road	200 26
McKenzie Lake Road	351 05
Marlbank Road	250 00
Mattawan Township (Les Arables) Road	400 43
Mattawan Township (lot 32, Con. 6) Road	400 00
Mattawa and Pembroke (Head, Clara and Maria) Road	625 50
Murray Lake and Markstay Road	175 00
Murray Lake (lots 12 and 13) Bridge	202 85
Mason and Scollard (T. L.) Road	502 54
Mason North (T. L.) East end Road	996 68
Mason (T. L.) to C. P. Ry.	499 98
Mason (T. L.) West Road	493 72
Martland (South boundary) Road	499 00
Martland (Con. 1 East) Road	256 27
Martland (Con. 1 West) Road	250 55
Markstay and Appleby (South end) Road	300 00
Markstay and Appleby (North end) Road	300 00
McPherson (5th Con.) Road	500 13
McPherson (North T. L.) Road	615 30
Monck, (West of Seabright) Road	499 86
Mt. St. Patrick Bridge and Road	310 35
Monmouth and Sherbourne Townships (Hollow Lake) Road	506 28
Monmouth and Sherbourne Townships (Fletcher Lake) Road	98 14

Name of Work.	Expenditure.
Monmouth and Sherbourne Township (Con. 1), lot 22, North) Road	$498 75
Monmouth and Sherbourne Townships (Con. 10, lot 23, north p. Monck Road	300 00
Monmouth and Sherbourne Townships (Haliburton fr. lot 31 West) Road	200 37
Monmouth and Sherbourne Townships (Con. 10, lot 23, north p. Monck)	
Monmouth and Sherbourne Townships (from Con. 3) Road	150 75
Monmouth and Sherbourne Townships (Haliburton Road to Tory Hill, 14th Con. Road)	199 89
Monmouth and Sherbourne Townships (Monck, from boundary Glamorgan) Road	250 00
Monmouth and Sherbourne Townships (from Cons. 13 and 14, lots 19 and 20) Road	99 50
Mud Sink Hole (Verulam) Road	150 00
Morton and Jones Falls Road	200 00
Minden and Lutterworth Townships (Gelert South from Village of Minden) Road	198 90
Minden and Lutterworth Townships (Struson's Mill to Horseshoe Bridge) Road	100 25
Minden and Lutterworth Townships (Haliburton Road East from lot 5)	149 75
Minden and Lutterworth Townships (Miner's Bay, Lutterworth) Road	150 00
Minden and Lutterworth Townships (Davis Lake) Road	150 45
Minden and Lutterworth Townships (Davis Lake, lots 5 and 6, Lutterworth) Road	251 08
North Elmsley and Montague (conditional) Road	1,500 00
North Shore (Loboro') Road	199 87
North Bay and Bonfield (lot 4, Con. 9) Road	255 68
North Bay and Bonfield (Road p. Coolvill's) Road	250 35
Neelon (Con. 5) Bridge	375 00
North Smith Road	200 10
North Algona Roads (Con. 2)	131 75
North Algona Roads (5th Con.)	200 25
North Algona Roads (Proof Line, South from Con. 5)	200 30
Neelon Road (balance 1906)	53 00
North Sherbrooke (4th Con.) Road	100 00
Oak Flats (in Hinchinbrooke) Road	199 92
Opinicon and Perth Road	203 55
Oso and Maberley Road	300 69
Oak Lake Road	331 97
Parham Station (to Parham Village) Road	208 85
Parham and Arden (Hinchinbrooke) Road	200 00
Plevna and Lavant Road	504 30
Perth Road	146 30
Papineau Township (Mattawa and Pembroke from lot 9) Road	200 19
Papineau Township (Con. 11, lots 1, 2 and 3) Road	200 00
Papineau Township (Cons. 10 and 12, lots 10 and 11) Road	100 20
Papineau Township (Cons. 8 to 7, lots 10 and 11) Road	199 58
Papineau Township (Con. 8, lots 7 and 8) Road	100 05
Papineau Township (Con. 10, lots 12 and 13) Road	100 00
Papineau Township ("B" Range Road)	50 12
Papineau Township ("B" Range Road, lots 6 and 7)	100 00
Papineau Township (Con. 12, lots 17 to 15) Road	222 75
Papineau Township (Con. 13, lots 20 and 21) Road	200 10
Papineau Township (Mattawa and Bonfield) Road	200 00
Paradis Road	500 46
Pembroke and Eganville (from lot 5, southward) Road	396 98
Pembroke and Eganville (from Lake Dore, northward) Road	792 41
Pembroke and Eganville (Eganville and Pembroke) Road	300 36
Paquett's Rapids Road	200 07
Pembroke and Mattawa (Westward from Holl's Creek) Road	405 58
Pembroke and Mattawa (Southeast from McGregor's Bay) Road	398 54
Pembroke and Mattawa (16th Con.) Road	200 61
Proving Line (11th Con., Hagarty) Road	257 40
Proving Line (12th Con., Hagarty) Road	249 86
Plevna and Arden Road (balance 1906)	81 41
Robillard Hill Road	400 00
Richmond Township Road	492 19
Road South of Sturgeon River (in Field)	399 58
Road North of Sturgeon River (in Field)	325 00

Name of Work.	Expenditure.
Road between 7 and 8, Kirkpatrick	$300 00
Road between 6 and 7, Cosby	199 96
Road between 10 and 11 Con. "L," Rama	300 89
Rama, Con. "L," Washago to lot 5, Road	302 25
Ross T. Line (1st section) Road	50 00
Ross T. Line (2nd section) Road	252 45
Ross (4th Con.) Road	298 75
Raglan and Radcliffe Township (Combermere and Carlow) Road	399 40
Raglan and Radcliffe Township (Palmer Rapids and Combermere) Road	119 50
Raglan and Radcliffe Township (Palmer Rapids and Rockingham) Road	300 00
Roads, Killaloe and Brudenell (Coal Creek Bridge)	302 62
Roads, Killaloe and Brudenell (Brudenell and Killaloe, 1st section)	401 25
Roads, Killaloe and Brudenell (Brudenell and Killaloe, 2nd section)	322 07
Roads, Wilno and Barry's Bay (1st section)	401 40
Roads, Wilno and Barry's Bay (2nd section)	195 75
Sheffield (1st Con., lot 3) Road	150 00
Sharbot Lake to Tichbourne Road	358 80
Sharbot Lake to Tichbourne and Crow Lake Road	196 66
Smoky Falls (in Field) Road)	487 18
Sudbury and Blezard Road	2,299 31
St. Charles and Appleby Road	500 50
Stoney Lake and Norwood Road	200 70
South Algona Township Roads (Egan and Killaloe)	300 00
South Algona Township Roads (Sebastopol)	175 18
South Algona Township Roads (Brudenell and Eganville)	316 08
South Algona Township Roads (Eganville)	278 60
South Algona Townhsip Roads (3rd Con.)	225 75
South Algona Township Roads (Golden Lake and Silver Lake)	159 15
Stafford Road	295 35
Stafford (between lots 9 and 10, Cons. 3 and 4) Road	300 54
Sebastopol Township Roads (Mountain Road)	306 50
Sebastopol Township Roads (Mountain Road, Sebastopol and Grattan T. L.)	330 72
Somerville, Bexley and Laxton Townships (Monck Road, Laxton, Con. 5 and 6)	203 00
Somerville, Bexley and Laxton Townships (Candron Road, lot 5, Con. 11, Laxton)	200 00
Somerville, Bexley and Laxton Townships (Base Line West from Bexley) Road	100 00
Somerville, Bexley and Laxton Townships (Base Line from Carnarvon Road, Bexley)	399 00
Somerville, Bexley and Laxton Townships (Verulam Road, from lot 9, Con. 1, Somerville)	99 90
Somerville, Bexley and Laxton Townships, (Bobcaygeon South from Con. 6) Road	102 75
	102 75
Somerville, Bexley and Laxton Townships (Monck Road from South Bexley, Laxton	100 00
Somerville, Bexley and Laxton Townships (Lots 3 and 4, Con. 4, Somerville) Road	99 31
Somerville, Bexley and Laxton Townships (Monck Road East from Norland Village)	400 50
Somerville, Bexley and Laxton Townships (Burnt River Road from Coboconk East)	100 00
Stanhope and Snowden Townships (Island Road, to Hill's Lake, Stanhope)	248 42
Stanhope and Snowden Townships (Peterson Road to Maple Lake)	150 00
Stanhope and Snowden Townships (Eagle Lake Road from Harburn, Snowden)	200 00
Stanhope and Snowden Townships (Gelert, Monck and Irondale Road)	400 00
Stage Road (balance 1906)	106 98
Springer Township Road (balance 1906)	2 00
Sudbury and Blezard Road (balance 1906)	33 50
Tryon Road in Olden	200 00
Trout Lake and North Bay Road	501 85
Victoria Road South	300 00
Victoria Road North	300 00
Wilson Road, Bedford	305 72
Wollaston Township Road	299 88
Wolfe Grove Town Line Road	925 76

Name of Work.	Expenditure.
White Lake Road, Pakenham	$300 00
Westport and Sherbrooke Road	311 03
Widdifield Township (lot 7, Con. 8 to 1) Road	198 25
Widdifield Township (lot 14, Con. B to A) Road	305 89
Widdifield Township (A Con. from lot 5 to 3) Road	301 97
Widdifield Township (Gormanville) Road	200 00
Warren and Cosby (South end) Road	300 27
Warren and Cosby (North end) Road	503 52
Warren and Markstay Road	750 00
Wahnapitae Lake Road	1,000 00
Warsaw and Young Point Road	201 05
Wilberforce Township (Eganville and Cobden Roads)	350 90
Wilberforce Township (2nd Con. Road)	154 70
Wylie Township Road (lots 5 and 6)	200 00
Westmeath (8th Con. Road)	488 49
Westmeath (1st Con. Road)	406 02
Whitefish and Blackdonald Road and Bridge	302 73
Whitefish and Moore Road	401 65
Inspection	5,719 05
Inspection (balance 1906)	475 46
	$110,231 56

Temiskaming District.

Armstrong and Beauchamp Town Line Road	1,000 35
Armstrong and Hilliard (Earlton to White River) Road	2,919 56
Bucke Township (between lots 6 and 7) Road	501 55
Brethour Township (between lots 6 and 7) Road	1,026 48
Beauchamp (lots 4 and 5, and into Bryce) Road	2,872 88
Casey (lots 6 and 7, Con. 4) Road	511 12
Cane Township Road (Con. 4 and 5)	1,575 00
Cobalt and Haileybury Road	1,496 17
Charlton and Hyslop Road	2,049 89
Chamberlain Township (Eastern Boundary) Road	601 14
Chamberlain Township (Eastern Boundary) Road	918 87
Chamberlain Township Road (from South Boundary North)	2,181 38
Charlton and Mud Lake Road (North to Savard)	2,802 77
Charlton and Mud Lake Road (South Boundary of Savard)	2,200 06
Dack and Robillard (front of Con. 3) Road	1,458 16
Dymond (Con. 2 Road)	354 00
Evanturel (4 and 5 Tomstown Road North)	483 60
Evanturel (lots 10 and 11, Con. 6) Road	983 83
Grading Old Roads (Richards section)	899 13
Grading Old Roads (Hopper Section)	501 87
Harley (front of Con. 5) Road	998 31
Highland Creek Bridge	100 00
Hudson (5 Con. Road)	918 75
Harley and Hilliard T. L. Road	1,503 14
Henwood (East Boundary) Road	1,389 83
Hudson Township Roads (Grant)	2,000 00
Haileybury and Firstbrook Road	1,650 00
Henwood Road and Bridge	2,527 00
Hilliard Township (lots 4 and 5) Road	1,500 96
Hilliard Township (front of Con. 4) Road	1,000 00
Harris Township (from Centre of Con. 6 and North) Road	2,447 86
Harley and Casey (front of Con. 4) Road	739 60
Harley and Casey (from North Road East) Road	802 35
Harley and Casey (from White River West) Road	1,275 90
Ingram South Boundary Road	912 00
Kearns (Con. 5, lots 10, 11 and 12) Road	500 93
Kearns and Hudson (Town Line to Uno Park) Road	1,179 64
Kears and Armstrong Town Line Road	1 290 40
Kearns and Harley Town Line Road	1,908 49
Lake Sasaginaga Road	503 60
Larder Lake Road	28,100 00
Moose Creek Bridge (Keys Road Bridge)	500 11

Name of Work.	Expenditure.
Moose Creek Bridge (Casey Con. 4 Bridge)	$147 46
Marter Township (lots 10 and 11) Bridge	319 60
Marter Road	1,992 26
Montreal River Road (Earlton and Elk Lake)	1,035 85
Montreal River Road (Cane and Baiber)	152 00
Montreal River Road (Locating)	20 71
Otter Creek Road	400 71
Renewing Peterson's Bridge	704 47
Taylor and Uno Park Road	500 37
Savard South Boundary Road	1,203 61
Tomstown and Windigo Larder Lake Road	3,880 57
Tomstown and Windigo Larder Lake Road	2,999 72
Windigo Lake Bridge	884 28
Victoria Creek and Abitibi Road	5,858 88
Inspection	1,221 00
Inspection (balance 1906)	135 00
Armstrong and Beauchamp (balance 1906) Road	305 00
Harris Road (Train Contract, balance 1906)	155 05
Savard and Marquis (balance 1906) Road	17 00
Robillard and Long Lake, to connect Montreal River Road	435 00
Road Machinery	502 22
	$103,957 64

RECAPITULATION.

North Division	$105,609 67
West Division	31,731 38
East Division	110,231 56
Temiskaming District	103,957 64
Total	$351,530 25

M. P. DOHERTY,
Accountant.

DEPARTMENT OF PUBLIC WORKS,
TORONTO, December 31st, 1907.

STATEMENTS

OF THE

ACCOUNTANT, Etc.

Department of Public Works, Ontario
Toronto, February, 1908.

Hon. J. O. Reaume,
Minister of Public Works, Ontario.

Sir,

I have the honor to submit the following statements of capital expenditure on public buildings, works, roads, aid to railways, etc., and of contracts entered into in connection therewith, being; (1) The capital expenditure for public buildings, works, roads, railways, etc., for the year 1907; (2) the total capital expenditure on public buildings, public works, colonization and mining roads, aid to railways, etc., from the 1st July, 1867, to 31st December, 1907; (3) a classified statement showing (a) the expenditure from 1st of July, 1867, to 31st December, 1904; (b) the expenditure from 1st January, 1905, to 31st December, 1907; and (c) the grand total of expenditure from 1st July, 1867, to 31st December, 1907; and (4) a statement showing the several contracts and bonds entered into with His Majesty during the year 1907 for the execution of sundry works under the control of the Department.

I have the honor to remain,

Sir,

Your obedient servant,

J. P. EDWARDS,
Accountant, etc.

STATEMENT No. 1.

Being statement of expenditure on Capital Account, Public Buildings and Works, etc., for the year 1907. (*See also Statement No. 2.*)

Name of Work.	—	—
PUBLIC BUILDINGS—	$ c.	$ c.
Asylum for Insane, Toronto		5,774 00
" Mimico		14,986 89
" London		13,268 05
" Hamilton		10,549 87
" Kingston		18,638 82
" Brockville		11,493 20
" Cobourg		1,183 25
" Penetanguishene		19,308 63
" Woodstock		57,112 03
" Idiots, Orillia		2,318 16
Central Prison, Toronto		814 92
Reformatory for Females, Toronto		2,390 36
Institute for Deaf and Dumb, Belleville		1,088 59
" Blind, Brantford		1,854 95
Education Department and Normal and Model Schools, Toronto		5,966 92
Normal and Model Schools, Ottawa		11,964 73
Normal School, London		821 64
Additional Normal Schools (four in all):		
Stratford	36,552 89	
Hamilton	42,501 77	
Peterborough	34,812 71	
North Bay	15,659 39	129,526 76
Agricultural College, Guelph		66,835 51
Immigration House, Toronto		4,964 63
Muskoka District:		
Registry Office and Lockup, Bracebridge		572 54
Parry Sound District:		
Registry Office, Lockup and Court Room; addition to Gaol and House for Gaoler, etc., Parry Sound	6,695 93	
Lockup and Court Room at Burk's Falls	11 13	
Lockup at French River	4 50	
Lockup at Powassan	500 00	7,211 56
Manitoulin District:		
Gaol at Gore Bay	3,002 58	
Lockup at Manitowaning	63 85	3,066 43
Rainy River District:		
Repairs, etc., to Gaol and Court House, Kenora	328 80	
Lockup, Fort Francis	42 00	370 80
Algoma District:		
Court House, Gaol, etc., Sault Ste. Marie	927 17	
Addition to Registry Office, Sault Ste. Marie	4,152 91	
Lockup at Webbwood	15 00	
" Killarney	6 00	
" Echo Bay	500 00	5,601 08
Nipissing District:		
Gaol and Registry Office, North Bay	995 20	
Lockup, Cobalt	141 34	
" Mattawa	86 29	1,222 83

STATEMENT No. 1.—*Concluded.*

	$ c.	$ c.
Thunder Bay District:		
Separate House for Gaoler, Port Arthur	5,598 98	
New Registry Office, Port Arthur	275 56	
Gaol, Registry Office, etc., Port Arthur	3,979 40	9,853 94
Sudbury District:		
Court House and Gaol, Sudbury	11,585 85	
Registry Office, Sudbury	1,875 08	13,460 93
PUBLIC WORKS—		
High Bridge, Mary's and Fairy Lake Locks		1,679 12
Embankment along river in Dover Township		500 00
Pier and Boom, Huntsville Bridge		594 25
White River Bridge, Pecaud Boundary		199 28
North and Black River, removing obstructions		1,499 57
Oxtongue Bridge		1,058 26
Veuve River Bridge, Verner		1,232 21
Still River Bridge, Byng Inlet		918 60
La Blanche River Bridge, Tomstown		5,814 89
Port Severn, Axe Lake and Cooper Bridges		1,427 41
Bala Bridge		1,974 60
Extension to Wharf at Port Carling		1,904 77
Sauble River Bridge		8,000 07
Mississippi, Grant, McKenzie and Egan Bridges		2,125 26
Bridges on Round Lake Road		331 10
Goulais River Bridge		5,290 68
White River Bridge and Approaches, Marter Township		887 47
Thessalon and Larchwood Bridges		5,774 45
Gooderham and Kinmount Bridges		3,437 17
Minden Bridge		3,452 45
Mattawa Bridge		10,791 99
Bridge at Eau Claire		2,686 39
Housey's Rapids Bridge		3,565 03
New Liskeard Bridge, over Wabis River		4,000 00
Mississauga River Bridge, Thompson Township		3,729 41
Kearney Bridge		5,615 80
Kemp's Channel Improvements		2,773 95
Bridge over West Arm, Lake Nipissing		2,977 86
Wabigoon Bridge		2,892 79
Spanish River Bridge and approaches		11,363 96
Espinola Bridge		7,776 52
Massey Bridge, Spanish River		13,985 45
Draper bridge (revote)		500 00
Otter Creek Bridge at Copp's Falls		426 32
Himsworth Bridges		806 29
Concrete Mixing Machine		950 00
Bells Rapids Bridge, grant		700 00
City of St. Thomas, *re* Toll Road taken over		3,000 00
Township of London, towards purchase Proof Line Toll Road		3,300 00
Surveys, Inspections, Awards, etc		1,013 59
Maintenance, Locks, Dams, Bridges, Dredging, etc		12,671 06
Maintenance, Equipment, Instruments, Machinery, etc		3,466 66
PUBLIC DRAINAGE WORKS—		
Canan Township Drainage Works	2,000 00	
Whitebread Drainage Works, Township of Sombra	4,000 00	
Pelee Drainage Works, Township of Mersea	3,000 00	9,000 00
Total		578,316 70

J. P. EDWARDS,
Accountant.

Department of Public Works, Ontario
Toronto, February, 1908.

STATEMENT No. 2.

Being a statement of expenditures on Capital Account for Public Buildings, Public Works, Colonization and Mining Roads, Aid to Railways, etc., as follows: (1) The total of expenditure from 1st July, 1867, to 31st December, 1906; (2) The expenditure for the year 1907, and (3) The grand total of expenditure from 1st July, 1867, to 31st December, 1907.

Name of Work.	Expenditure 1st July, 1867, to 31st Dec. 1906.	Expenditure 1907.	Total Expenditure to 31st Dec., 1907.
PUBLIC BUILDINGS—	$ c.	$ c.	$ c.
Government House	183,860 86	.....	183,860 86
Old Parliament and Departmental Buildings (Construction Account)	85,285 98	.....	85,285 98
New Parliament and Departmental Buildings (Construction Account)	1,282,679 04	.....	1,282,679 04
New Parliament and Departmental Buildings (equipment, grounds, roads, plant house, etc.)	230,934 62	.....	230,934 62
Asylum for Insane, Toronto	407,975 29	5,774 00	413,749 29
" Mimico	657,388 78	14,986 89	672,375 67
" London	1,058,062 05	13,268 05	1,071,330 10
" Hamilton	946,391 35	10,549 87	956,941 22
" Kingston	536,386 18	18,638 82	555,025 00
" Brockville	513,579 31	11,493 20	525,072 51
" Cobourg	129,916 61	1,183 25	131,099 86
" Penetanguishene	58,073 99	19,308 63	77,382 62
Asylum for Epileptics, Woodstock	148,947 88	57,112 03	206,059 91
" Idiots, Orillia	567,804 51	2,318 16	570,122 67
Central Prison, Toronto	944,293 52	814 92	945,108 44
Andrew Mercer Reformatory for Females, Toronto	261,574 18	2,390 36	263,964 54
Reformatory for Boys, Penetanguishene	191,512 00	.....	191,512 00
Institution for Deaf and Dumb, Belleville	347,464 81	1,088 59	348,553 40
Institution for Blind, Brantford	292,687 25	1,854 95	294,542 20
Education Department and Normal and Model Schools, Toronto	235,361 39	5,966 92	241,328 31
Normal and Model Schools, Ottawa	234,981 59	11,964 73	246,946 32
Normal School, London	104,466 38	821 64	105,288 02
Normal Schools, additional (four in all)	4,618 33	.....	4,618 33
Stratford	.....	36,552 89	.....
Hamilton	.....	42,501 77	.....
Peterborough	.....	34,812 71	.....
North Bay	.....	15,659 39	129,526 76
Normal College, Hamilton (equipment Domestic Science Room	854 25	.....	854 25
School of Practical Science (College of Technology)	59,100 26	.....	59,100 26
School of Practical Science, Queen's Park	252,535 56	.....	252,535 56
School of Practical Science, New Chemistry and Milling and Mining Building	448,213 15	.....	448,213 15
Agricultural College, Guelph	692,756 70	66,835 51	759,592 21
Dairy School, Strathroy	14,583 71	.....	14,583 71
Dairy School, Kingston	19,722 18	.....	19,722 18
Children's Shelter, Toronto	7,012 35	.....	7,012 35
School of Mining, Kingston	4,070 00	.....	4,070 00
Osgoode Hall, Toronto	148,062 85	.....	148,062 85
Immigration House, Toronto	.....	4,964 63	4,964 63
Agricultural Hall	324 00	.....	324 00
Government Farm, Mimico	51,646 34	.....	51,646 34
Pioneer Dairy Farm, Algoma	5,178 43	.....	5,178 43
Brock's Monument, Queenston Heights	4,605 31	.....	4,605 31
Niagara River Fence	8,025 43	.....	8,025 43

STATEMENT No. 2.—*Continued.*

Name of Work.	Expenditure 1st July, 1867, to 31st Dec., 1906.	Expenditure 1907.	Total Expenditure to 31st Dec., 1907.
PUBLIC BUILDINGS.—*Continued.*			
ALGOMA DISTRICT—	$ c.	$ c.	$ c.
Court House, Gaol and Registry Office, etc. Sault Ste. Marie	30,936 46	927 17	31,863 63
Grand Manitoulin Island, three lockups (Gore Bay, Little Current and Manitowaning)	22,287 60	.....	22,287 60
Addition to Registry Office, Sault Ste. Marie	.....	4,152 91	4,152 91
Lockup, Killarney	1,292 97	6 00	1,298 97
" Bruce Mines	3,117 48	.....	3,117 48
" Webbwood	1,634 24	15 00	1,649 24
" Thessalon	2,221 99	.....	2,221 99
" Massey	702 74	.....	702 74
" Blind River	1,042 87	.....	1,042 87
" Chapleau	1,126 49	.....	1,126 49
" Wawa	1,330 16	.....	1,330 16
" Cutler	864 70	.....	864 70
" Chelmsford	511 90	.....	511 90
" Nairn	300 00	.....	300 00
" Echo Bay	.....	500 00	500 00
MANITOULIN DISTRICT—			
Gaol, etc., Gore Bay	.....	3,002 58	3,002 58
Lockup, Manitowaning	.....	63 85	63 85
THUNDER BAY DISTRICT—			
Registry Office and Lockup, addition to Court House, etc., Port Arthur	43,681 27	9,853 94	53,535 21
Lockup at Fort William	9,723 90	.....	9,723 90
" Silver Islet, Lake Superior	2,304 79	.....	2,304 79
" Nepigon	1,229 23	.....	1,229 23
MUSKOKA DISTRICT—			
Immigration Sheds at Gravenhurst	355 00	.....	355 00
Registry Office and Lockup at Bracebridge	30,304 10	572 54	30,876 64
Lockup and Court Room at Huntsville	8,364 85	.....	8,364 85
Lockup and Court Room at Bayside	300 00	.....	300 00
PARRY SOUND DISTRICT—			
Registry Office, Lockup and Court Room, etc., Parry Sound	28,170 90	.....	28,170 90
House for Gaolers, etc., Parry Sound	2,328 85	6,695 93	9,024 78
Lockup at Magnetawan	645 56	.....	645 56
Lockup and Court Room at Burk's Falls	6,449 33	11 13	6,460 46
Lockup at French River	1,194 12	4 50	1,198 62
" Dunchurch	609 00	.....	609 00
" Emsdale	300 00	.....	300 00
" Byng Inlet	1,232 35	.....	1,232 35
" South River	500 00	.....	500 00
" Powassan	750 00	500 00	1,250 00
NIPISSING DISTRICT—			
Lockup at Mattawa	14,862 90	86 29	14,949 19
Lockup, Court Room and Registry Office, and Gaoler's House, North Bay	37,260 19	995 20	38,255 39
Lockup at Sudbury	12,595 48	.....	12,595 48
" Sturgeon Falls	2,266 28	.....	2,266 28
" New Liskeard	657 00	.....	657 00
" Warren	600 00	.....	600 00
" Bonfield	694 67	.....	694 67
" Cobalt	4,587 05	141 34	4,728 39
" Markstay	600 00	.....	600 00

STATEMENT No. 2.—*Continued.*

Name of Work.	Expenditure 1st July, 1867, to 31st Dec. 1906.	Expenditure 1907.	Total Expenditure to 31st Dec., 1907.
PUBLIC BUILDINGS—*Continued.*			
RAINY RIVER DISTRICT—	$ c.	$ c.	$ c.
Lockup, Court Room and Gaoler's Residence, New Registry Office, etc., Rat Portage (Kenora)	36,364 03	328 80	36,692 83
Lockup at Fort Francis	6,195 86	42 00	6,237 86
" Mines Centre	1,205 48	.....	1,205 48
" Emo	1,888 94	.....	1,888 94
" Atikokan	1,566 31	.....	1,566 31
" Beaver Mills	1,840 71	.....	1,840 71
" Dryden	521 00	.....	521 00
SUDBURY DISTRICT—			
Court House and Gaol, Sudbury	.....	11,585 85	11,585 85
Registry Office, Sudbury	.....	1,875 08	1,875 08
COUNTY OF HALIBURTON:			
Registry Office at Minden	5,918,42	.....	5,918 42
PUBLIC WORKS—			
Young's Point Lock	31,192 72	.....	31,192 72
Balsam and Cameron Lakes Locks	23,959 02	.....	23,959 02
Mary's and Fairy Lakes Lock Works and Bridge over Muskoka River at Huntsville	79,844 12	594 25	80,438 37
Mary's and Fairy Lakes Lock Works to renew high bridge above lock over Muskoka River, and renew cribbing above and below locks	6,575 73	1,679 12	8,254 85
Magnetawan Works, lock, swing bridge, dam and river improvements; dam and slide, Deer Lake; swing bridge, Township of Ryerson; dredging Burk's Falls; and removing obstructions, Ah-Mic Lake	74,461 10	.....	74,461 10
High Falls, Pigeon River, slide, dam, etc. (C.L.D.)	9,706 07	.....	9,706 07
Georgian Bay Works	7,149 97	.....	7,149 97
Landing Pier at Port Elgin	2,750 00	.....	2,750 00
Landing Pier at Southampton	2,022 63	.....	2,022 63
Docks at Southampton, Saugeen River	1,739 04	.....	1,739 04
Docks on the Rainy River	3,163 44	.....	3,163 44
Docks (landing) at Beaudraul's Wabigoon	777 95	.....	777 95
Muskoka Lake Works	21,915 30	.....	21,915 30
Muskoka Lakes Works, lock, bridges and dredging at Port Carling	62,778 68	1,904 77	64,683 45
Muskoka Lakes Works, cut and bridge at Port Sandfield	16,842 86	.....	16,842 86
Muskoka Lakes Works, Muskoka Falls, works and bridges at Bala	8,579 37	.....	8,579 37
Muskoka Lakes Works, Joseph River Works less contribution	486 87	.....	486 87
Muskoka Lakes Works, Kemp's Channel improvements	.....	2,773 95	2,773 95
Nipissing Lake Works	9,182 17	.....	9,182 17
Couchiching Lake Works	427 82	.....	427 82
Mud Lake Works (Township of Dalton)	1,502 32	.....	1,502 32
Kushog Lake Dam	300 00	.....	300 00
Mississicua Lake Dam	4,989 84	.....	4,989 84
Star Lake Works	412 22	.....	412 22
Manitou Lake Works, dam at outlet, etc., Rainy River District	2,794 14	.....	2,794 14
Inkerman Dam, removal of, County Dundas	1,000 00	.....	1,000 00
Bottle Lake Dam and Mississicua Creek Dam	4,068 72	.....	4,068 72

STATEMENT No. 2.—*Continued.*

Name of Work.	Expenditure 1st July, 1867, to 31st Dec., 1906.	Expenditure 1907.	Total Expenditure to 31st Dec. 1907.
PUBLIC WORKS—*Continued.*	$ c.	$ c.	$ c.
Shoal Lake and Lake of the Woods Improvements, Ash Rapids	5,998 25		5,998 25
Mill Creek Improvements (County Prescott)	1,000 00		1,000 00
Lake of Bays, dredging mouth of river at outlet of	581 82		581 82
Peninsula Creek Improvements, bridges, cribbing, etc	37,295 66		37,295 66
Stony Creek Works (Township of Ops)	4,828 25		4,828 25
Union Creek Improvements	1,050 63		1,050 63
Bear Creek, dam and slide	1,617 52		1,617 52
Lake Scugog Works, dredging at Port Perry	977 53		977 53
Lake Scugog Flats Road	1,500 00		1,500 00
Neighick Lake, dredging at entrance to	898 15		898 15
La Vase and Boon Creeks, improvements to	804 22		804 22
Cobb's Lake Outlet	1,102 08		1,102 08
Gull and Burnt River Works, dams, slides and bridges, etc	100,716 60		100,716 60
Muskoka River Works	42,670 53		42,670 53
" Bridge at South Falls	1,000 00		1,000 00
" " Port Sydney	1,000 00		1,000 00
Sydenham River Works	2,156 26		2,156 26
Nottawasaga Works	5,915 09		5,915 09
Kaministiquia River Works	22,865 02		22,865 02
Scugog River Works (including Lindsay lock and swing bridges)	97,897 38		97,897 38
Pigeon River Works (County of Victoria)	4,999 62		4,999 62
Otonabee River Works	9,162 91		9,162 91
Balsam River Works	16,585 11		16,585 11
Wye River Works	5,176 98		5,176 98
Squaw River Works	1,688 16		1,688 16
Moose River Works (County of Stormont)	1,000 00		1,000 00
Black River Works (Lake Simcoe)	3,136 10		3,136 10
Jean Baptiste River, construction of bridge over (Township of Beauchamp)	2,850 00		2,850 00
Mattawa River Works and Bridge	11,302 03	10,791 99	22,094 02
Wabis River Works (Townships Dymond, Harris and Kearns)	1,340 51		1,340 51
Wabis River Bridges	2,773 33		2,773 33
New Liskeard Bridge, over Wabis River		4,000 00	4,000 00
Wabis Creek, to construct bridge over	1,760 08		1,760 08
Squaw River Works, dam at Harvey	581 56		581 56
Indian River Works, deepening, Townships Sarawak and Keppell	1,850 82		1,850 82
Whitefish River, removing obstructions	249 15		249 15
North and Black Rivers, removing obstructions.	1,895 13	1,499 57	3,394 70
Bar River, Township of McDonald, removing obstructions	130 55		130 55
Cassimer River, removing obstructions	205 56		205 56
McKenzie Creek, improvements	200 35		200 35
Snake River, improvements	140 65		140 65
Madawaska River, swing bridge at Combermere; bridge, Burston and bridge Township of Raglan	12,171 43		12,171 43
Madawaska River, bridge near Arnprior	3,000 00		3,000 00
Nation River Works, bridge, etc	15,877 23		15,877 23
Nation River, contribution	4,000 00		4,000 00
Petewawa River Bridge	3,879 25		3,879 25
Sturgeon River Bridge, Township of Field	3,616 08		3,616 08
Sturgeon River Bridge, Township of Gibbons	2,610 35		2,610 35

STATEMENT No. 2.—*Continued.*

Name of Work.	Expenditure 1st July, 1867 to 31st Dec., 1906.	Expenditure 1907.	Total Expenditure to 31st Dec., 1907.
PUBLIC WORKS.—*Continued.*	$ c.	$ c.	$ c.
To construct steel bridge at outlet Lake of the Woods, at Rat Portage, (Kenora)	26,455 82	.....	26,455 82
Rainy River Road Bridge	4,429 84	.....	4,429 84
Stanley Bridge, Thunder Bay District	8,136 09	.....	8,136 09
Blind River Bridge	2,772 34	.....	2,772 34
Buck Lake Bridge, to rebuild	305 06	.....	305 06
Black River Bridge, to rebuild, Township of Draper, Muskoka	509 48	.....	509 48
To rebuild bridges in Frontenac, destroyed by fires; Clyde River, Mud Lake and Concession 1st, Clarendon	3,288 06	.....	3,288 06
Kinmount Bridge	1,500 00	.....	1,500 00
Bridge over Jean Baptiste, Township of Armstrong	98 31	.....	98 31
Bridge on Round Lake Road	19 00	331 10	350 10
Baysville Bridge	2,047 50	.....	2,047 50
Calabogie Bridge, Township of Bagot	1,800 00	.....	1,800 00
Echo River Bridge	1,332 11	.....	1,332 11
Wasdale Bridge, Ontario and Simcoe	1,000 00	.....	1,000 00
Wahnapitae River Bridge and approaches	4,642 49	.....	4,642 49
Delta Creek improvements	99 24	.....	99 24
Bridge over West Arm, Lake Nipissing	4,903 99	2,977 86	7,881 85
Wolsley River Bridge, Township of Mattawa	974 20	.....	974 20
Bridge over Sunday Creek	603 00	.....	603 00
Bridge over La Blanche River	2,929 87	.....	2,929 87
La Blanche River Bridge, Tomstown	511 79	5,814 89	6,326 68
Severn Bridge, Township of Morrison	3,350 00	.....	3,350 00
Seguin River Bridge	3,754 00	.....	3,754 00
Bridge on Wawa Road	1,198 39	.....	1,198 39
Black Bridge, Muskoka, construction of	1,500 00	.....	1,500 00
Gannon's Narrows Bridge, construction	1,000 00	.....	1,000 00
Chemong Lake Bridge	3,500 00	.....	3,500 00
Veuve River Bridge, Township of Dunnette	918 70	.....	918 70
Veuve River Bridge, Township of Verner	4,487 17	1,232 21	5,719 38
Bridge over Wright's Creek, Township of Casey	1,813 35	.....	1,813 35
Reflooring Bridge at Pine Wood, Rainy River District	375 00	.....	375 00
White River Bridge, Pecaud boundary	.....	199 28	199 28
White River Bridge and approaches, Marter Township	.....	887 47	887 47
Bridge at Eau Claire	.....	2,686 39	2,686 39
Bell's Rapids Bridge, grant	.....	700 00	700 00
Wabigoon Bridge	.....	2,892 79	2,892 79
Thessalon and Larchwood Bridges	.....	5,774 45	5,774 45
Mississauga River Bridge, Thompson Township	.....	3,729 41	3,729 41
Espinola Bridge	.....	7,776 52	7,776 52
Oxtongue Bridge	.....	1,058 26	1,058 26
Port Severn, Axe Lake and Cooper Bridges	.....	1,427 41	1,427 41
Housey's Rapids Bridge	.....	3,565 03	3,565 03
Draper Bridge (Revote)	.....	500 00	500 00
Still River Bridge, Byng Inlet	.....	918 60	918 60
Kearney Bridge	.....	5,615 80	5,615 80
Himsworth Bridges	.....	806 29	806 29
Mississippi, Grant, McKenzie and Egan Bridges	.....	2,125 26	2,125 26
Minden Bridge	.....	3,452 45	3,452 45
Gooderham and Kinmount Bridges	.....	3,437 17	3,437 17
Otter Creek Bridge at Copp's Falls	.....	426 32	426 32
Embankment along River in Dover Township	.....	500 00	500 00
Bracebridge Bridge (conditional)	7,000 00	.....	7,000 00
Bridge over Portage Bay, Keewatin Bridge	5,009 50	.....	5,009 50

STATEMENT No. 2.—*Continued.*

Name of Work.	Expenditure 1st July, 1867, to 31st Dec., 1906.	Expenditure 1906.	Total Expenditure to 31st Dec., 1907.
PUBLIC WORKS—*Continued.*	$ c.	$ c.	$ c.
Martland Township Bridge	201 50		201 50
Bridge at Baysville, Townships McLean and Ridout	900 00		900 00
Maskanonge Creek, Township of Cassimer, removing obstructions	499 92		499 92
South River and Eagle Lake Bridges, Township of Machar	1,295 87		1,295 87
McCarthy Creek Bridges, Township of Gibbons	300 00		300 00
Powassan Bridge	300 00		300 00
Payne River Bridge, Township of Finch	2,500 00		2,500 00
Berriedale Bridge, Township of Armour	935 77		935 77
Hoodstown Road Bridge, Township of Chaffey	1,200 00		1,200 00
Hoodstown Road Bridge, over Big East River	800 00		800 00
Maple Island Bridge, Magnetawan River, Township of McKenzie	993 32		993 32
Sleeman's Bridge and approaches	1,044 80		1,044 80
Goulais River Bridge	1,892 58	5,290 68	7,183 26
Sauble River Bridge, Massey	3,561 55	8,000 07	11,561 62
Spanish River Bridge and approaches, Webbwood	5,560 37	11,363 96	16,924 33
Massey Bridge, Spanish River		13,985 45	13,985 45
Vermillion River Bridge, Township of Hanmer	662 75		662 75
North Road Bridge, Township of Dymond	1,887 24		1,887 24
Whitestone Bridge, McKenzie Township	1,395 22		1,395 22
Manitowaba Bridge, McKellar Township	798 51		798 51
Bala Bridge	3,277 76	1,974 60	5,252 36
Canard River Bridge	1,000 00		1,000 00
La Mable Bridge, Dungannon Township	1,271 43		1,271 43
Beaver Creek Bridge, Monk Township	996 77		996 77
Black Duck and Indian River Bridges	869 48		869 48
Axe Creek, Housey's Outlet and Kahshee Bridges	1,221 57		1,221 57
Katrine Bridge, Armour Township	1,257 23		1,257 23
Burnt River Bridge, Township of Snowdon	2,017 11		2,017 11
Rainy River Bridge	1,996 77		1,996 77
Indian Point Bridge, Manitoulin Island	1,339 96		1,339 96
Beaudette River (to aid in dredging, etc.)	3,000 00		3,000 00
Mississippi River Improvements (below Carlton Place)	4,730 71		4,730 71
Head River Improvements, Township of Laxton and Cardon	976 82		976 82
Moira River Improvements, Township of Thurlow	2,135 32		2,135 32
Muskrat River Improvements	1,861 98		1,861 98
Payne River Works	4,000 00		4,000 00
Otonabee River Bridge	2,500 00		2,500 00
Trent River Works	2,000 00		2,000 00
Bridge, Township of Cambridge	1,000 00		1,000 00
Indian Point Bridge, Manitou Island	2,596 61		2,596 61
Mississicua River Bridge, repairs	4,355 94		4,355 94
Stony Creek Bridge, Ryerson	831 68		831 68
Damage by raising waters, near Rat Portage, Kenora	800 00		800 00
Washago and Gravenhurst Road	32,792 12		32,792 12
Washago Wharf	489 22		489 22
Portage du Fort Bridge, Ottawa River	10,747 99		10,747 99
Des Joachims Rapids, bridge and approaches	9,937 72		9,937 72
Surveys, Inspections, Arbitrations, Awards, etc.	54,487 81	1,013 59	55,501 40
Deer Lake Works, dam and slide, Township of Anstruther	1,420 17		1,420 17
Nogies Creek Works	2,144 57		2,144 57
Cashmere Dam, Middlesex (obstructions)	1,144 19		1,144 19

STATEMENT No. 2.—*Continued.*

Name of Work.	Expenditure 1st July, 1867, to 31st Dec., 1906.	Expenditure 1907.	Total Expenditure to 31st Dec., 1907.
PUBLIC WORKS—*Continued.*	$ c.	$ c.	$ c.
Eagle Lake Works, to construct dam at outlet...	1,173 84	.....	1,173 84
Bass Lake Dam, Township Galway, Peterborough	1,000 00	.....	1,000 00
To remove obstacles from navigable streams....	513 02	.....	513 02
Bonnechere River Works	338 50	.....	338 50
Talbot River Works	605 95	.....	605 95
Repairs and maintenance, locks, dams, slides, bridges, etc.....	213,590 44	12,671 06	226,261 50
Concrete mixing machine	.....	950 00	950 00
Maintenance, equipment, instruments, machinery, etc	.....	3,466 66	3,466 66
City of St. Thomas, *re* Toll Road, taken over...	.....	3,000 00	3,000 00
Township of London, towards purchase Proof Line Toll Road	.....	3,300 00	3,300 00
PUBLIC DRAINAGE WORKS—			
Tilbury East outlet Drain	3,020 00	.....	3,020 00
Beaver Creek Drain, Cornwall Township.....	750 00	.....	750 00
Pelee Island Drainage, 63 Victoria, chapter viii.	1,500 00	.....	1,500 00
Miscellaneous Drainage	27 00	.....	27 00
Drainage Works, Township of Elma.....	4,000 00	.....	4,000 00
Big Creek Drain, Townships West and North Tilbury	8,367 30	.....	8,367 30
Outlet Drain, Eastern Township	2,480 00	.....	2,480 00
Petite Castor River and Annabel Creek Drainage Works, Township Winchester.....	7,700 00	.....	7,700 00
Becquithe Creek Drain, Cumberland and Clarence Townships.....	1,000 00	.....	1,000 00
Kenyon, Charlottenburg, Cornwall and Roxborough Townships.....	700 00	.....	700 00
Monkland's Drainage Scheme, Roxborough Township	1,200 00	.....	1,200 00
Nesbit and Rogers Drains, Township Bosanquet.	300 00	.....	300 00
Mud Lake Drainage, Tp. Keppell	963 23	.....	963 23
Fraser Creek Drainage, Township Roxborough.	300 00	.....	300 00
Outlet for Durham Creek, Township Brooke....	1,300 00	.....	1,300 00
North Branch Drainage Works, Townships Roxborough and Cornwall	2,000 00	.....	2,000 00
Pottawatomie River Drainage Works, Township Derby.....	3,500 00	.....	3,500 00
Douro Drainage Works, Township Douro.....	1,200 00	.....	1,200 00
Ruscomb Drainage Works, Township Rochester.	3,000 00	.....	3,000 00
Forbes Drainage Works, Township East Tilbury.	2,000 00	.....	2,000 00
Pelee Point Drainage Works, Township Mersea.	2,000 00	.....	2,000 00
Snake River, Township Bromley	7,700 00	.....	7,700 00
Lalonde Drainage Works	900 00	.....	900 00
Silver Creek and Castor River Works, Townships Mountain, Osgoode, South Gower and Winchester.....	2,400 00	.....	2,400 00
Long Swamp Drainage Works (or Davidson), Township of Keppel	1,500 00	.....	1,500 00
McGregor Creek Works, Township of Howard..	2,000 00	.....	2,000 00
McIntyre Creek.....	1,200 00	.....	1,200 00
Medonte Township.....	1,800 00	.....	1,800 00
Barkley Creek, Winchester Township	1,000 00	.....	1,000 00
Silver Creek and Castor River	1,600 00	.....	1,600 00
Allan Arcand.....	2,200 00	.....	2,200 00
Castor Extension and 8th Concession.....	1,600 00	.....	1,600 00
Miller Drain, Township of Mountain.....	220 00	.....	220 00
Baldwin Drain, Township Mountain.....	290 00	.....	290 00

STATEMENT No. 2.—*Concluded.*

Name of Work.	Expenditure 1st July, 1867, to 31st Dec., 1906.	Expenditure 1907.	Total Expenditure to 31st Dec., 1907.
PUBLIC DRAINAGE WORKS—*Continued.*	$ c.	$ c.	$ c.
Big Creek	1,000 00		1,000 00
Bromley Township	100 00		100 00
Daulphin Works	3,000 00		3,000 00
Cavan Township Drainage Works		2,000 00	2,000 00
Whitebread Drainage Works, Township of Somdra		4,000 00	4,000 00
Pelee Drainage Works, Towship of Mersea		3,000 00	3,000 00
Survey and Drainage Swamp Lands (Prov. Act)	36,600 51		36,600 51
Sundry Drainage Works (charged to municipalities)	329,980 93		329,980 93
Temiskaming Railway Surveys	24,823 58		24,823 58
Roads, Township Ryerson	7,295 06		7,295 06
Clearing and Log Houses on free grant lands—Settlers' Homestead Fund	16,780 75		16,780 75
Colonization and Mining Roads	4,457,336 83	351,530 24	4,808,867 07
Aid to Railways	7,707,894 37	144,860 68	7,852,755 05
NOTE:—			
Certificates issued to Railways. $9,785,818 05			
Cash paid direct to Railways.. 1,818,862 42			
Aid granted 2,471 $\frac{616}{1000}$ miles .. 11,604,680 47			
Certificates outstanding 3,751,925 42			
Actual cash expended to 31st Dec., 1907 ..... $7,852,755 05			
TOTALS	25,469,989 56	1,074,707 62	26,544,697 18

J. P. EDWARDS,
Accountant.

Department of Public Works, Ontario.
Toronto, February, 1908.

STATEMENT No. 3.

Being a classified statement showing the Expenditure on Capital Account for Public Buildings, Public Works, Roads, Railways, etc. (1) The total expenditure for thirty-seven years and six months, from the 1st of July, 1867 to the 31st of December, 1904; (2) The total expenditure for three years, from the 1st of January, 1905 to the 31st of December, 1907, and (3) The grand total expenditure from the 1st of July, 1867 to the 31st December, 1907.

Name of Work.	Expenditure 1st July, 1867, to 31st December, 1904.	Expenditure 1st Jan. 1905, to 31st December, 1907.	Total Expenditure to 31st December, 1907.
	$ c.	$ c.	$ c.
1. Asylums for the Insane, etc., at Toronto, Mimico, London, Hamilton, Kingston, Brockville, Orillia, Cobourg, Penetanguishene and Woodstock	4,774,584 48	413,478 37	5,188,062 85
2. Penal Institutions, viz., Reformatory for Females, Reformatory for Boys and Central Prison	1,356,979 02	43,701 96	1,400,680 98
3. Educational Institutions, viz., Institution for Deaf and Dumb, Belleville, Institution for the Blind, Brantford, School of Practical Science, Normal and Model Schools, at Toronto, Ottawa, London, Stratford, Hamilton, Peterborough and North Bay	1,791,329 68	351,259 23	2,142,588 91
4. Agricultural Institutions, viz., Agricultural College, Guelph; Dairy Schools, Kingston and Strathroy; Dairy Farm, Algoma, and Farm, Mimico	709,257 51	141,789 36	851,046 87
5. Buildings for Administration of Justice, being Osgoode Hall, and Court Houses, Lockups, etc., in the Districts of Algoma, Thunder Bay, Muskoka, Parry Sound, Nipissing Manitoulin, Sudbury and Rainy River	459,938 26	64,566 87	524,505 13
6. Parliament and Departmental Buildings, and Government House	1,776,474 75	6,285 75	1,782,760 50
7. Works for the improvement of Navigation, such as locks, dams, slides, etc	1,010,493 50	36,605 01	1,047,098 51
8. Works for the improvement of Transportation, such as bridges, piers, roads, etc	204,033 68	229,771 08	433,804 76
9. Drainage Works, Expenditures and Advances to Municipalities	418,161 85	34,810 00	452,971 85
10. Miscellaneous Expenditure, viz., Brock's Monument, Niagara River Fence, Clearing of Log Houses, Township of Ryerson and Temiskaming Surveys, Immigration Lodging House	54,590 07	4,964 63	59,554 70
11. Colonization and Mining Roads	4,059,464 44	749,402 63	4,808,867 07
12. Aid to Railways (actual cash expended)	7,456,173 01	396,582 04	7,852,755 05
Grand Total	24,071,480 25	2,473,216 93	26,544,697 18

J. P. EDWARDS,
Accountant.

Department of Public Works, Ontario,
Toronto, February, 1908.

STATEMENT No. 4.

Statement of Contracts and Bonds entered into with His Majesty in 1907.

Date.	Service.	Subject of Contract.	Contractor.	Sureties.	Description of Contract.	Amount.
January 2	Immigration house, cor. Wellington and Peter streets, Toronto.	Carpentry and Plastering work in connection with alterations and repairs.	Alfred Coyell of Toronto.	None		$ 646 00
January 9	Immigration House, Toronto.	Painting and Glazing works, etc.	T. A. Ovens of Toronto.	None		789 00
January 10	Immigration House, Toronto.	Plumbing and heating works.	The Fred Armstrong Company, Limited, of the City of Toronto.	None		1,998 00
January 18	Normal School, North Bay.	Erection of building in Town of North Bay.	Shadrack F. Whitham of the City of Brantford.	James Christie and David Hall both of the City of Brantford.		54,200 00
January 18	Normal School, Peterborough.	Erection of a Normal School Building in Dixon's Park in the City of Peterborough.	Shadrach F. Whitham of the City of Brantford.	James Christie and David Hall both of the City of Brantford.		53,800 00
January 18	Normal School, Stratford.	Erection of a Normal School Building in the City of Stratford.	Shadrach F. Whitham of the City of Brantford.	James Christie and David Hall both of the City of Brantford.		52,050 00
January 18	Normal School, Hamilton.	Erection of a Normal School Building in the City of Hamilton.	Shadrach F. Whitham of the City of Brantford.	James Christie and David Hall both of the City of Brantford.		52,050 00
January 24	Asylum for the Insane, Kingston.	Stone and cement work, etc., in connection with the Industrial Building.	William McCartney of the City of Kingston	None		4,791 00
May 4	Larchwood Bridge, District of Algoma.	Steel superstructure of a Bridge over the Vermillion River at Larchwood Station.	Ontario Bridge Company, Toronto.	None		2,995 00

STATEMENT No. 4.—*Continued.*

Statement of Contracts and Bonds entered into with His Majesty in 1907.

Date.	Service.	Subject of Contract.	Contractor.	Sureties.	Description of Contract.	Amount.
May 4.....	Thessalon River Bridge, District of Algoma.	Supply and erection of steel superstructure for Bridge over the Thessalon River in the Town of Thessalon.	Ontario Bridge Company, Toronto.	None	.....	$2,730 00
May 4.....	Housey's Rapids Bridge, District of Muskoka.	Supply and erection of steel superstructure for Bridge over the narrows of Doe Lake at Housey's Rapids, Township of Ryde.	R. Maitland Roy of the City of Hamilton.	None	.....	1,235 00
May 4.....	Minden Bridge, County of Haliburton.	Supply and erection of steel superstructure for Bridge over the Gull River in the Village of Minden.	William G. Jenks and Andrew A. Dresser both of the Town of Sarnia.	None	.....	998 00
May 4.....	Gooderham Bridge, County of Haliburton.	Supply and erection of steel superstructure for Bridge over the outlet of Pine Lake in the Village f Gooderham.	James Dickson and George Dickson both of the Town of Campbellford.	None	.....	755 00
May 17.....	Ontario Agricultural College, Guelph.	Erection of an addition to the Main Building adjoining the the Dining Hall.	The H. A. Clemens Company, Limited of the City of Guelph.	American Surety Company of New York, U.S.A.	.....	13,875 00
May 17.....	Thunder Bay District..	Erection of a house for the Gaoler at Port Arthur.	William Edm'nd White and Rebecca White (W.E. White & Co'y) of Port Arthur.	Malcolm George McKinnon and William Y. Montgomery both of Port Arthur.	.....	3,175 00
May 31.....	Parliament Buildings, Toronto.	Painting and varnishing the outside woodwork of Buildings.	John Stewart of Toronto.	None	.....	1,018 00
June 17.....	Normal and Model Schools, Ottawa.	Supply of Coal and Wood for the season 1907-1908.	William Dowler Morris of the City of Ottawa.	Robert George Code and Frederick Francis Morris both of Ottawa.	Large egg coal per ton..... Hardwood per cord Pine Slabs "	6 95 6 90 3 98

June 17.....	Normal School, London.	Supply of Coal for season 1907-1908.	James Stanfield of the City of London.	David J. Cowan and Charles H. White both of London.	Large egg coal per ton.....	6 70
June 17	Institution for the Blind, Brantford.	Supply of Coal for the season, 1907-1908.	Fred'ck Henry Walsh of the City of Brantford.	Thomas Burnley and Joseph Tilley both of Brantford.	Small egg coal per ton .... Stove coal per ton. Nut coal per ton... Soft coal per ton ..	6 45 6 45 6 45 4 85
June 17	Institution for the Deaf and Dumb, Belleville.	Supply of Coal and Wood for the season, 1907-1908.	Nathaniel Allen of the City of Belleville.	Thomas Stewart and John McKeown both of Belleville.	Large egg coal per ton..... ..... Small egg coal per ton ..... Stove size per ton. Nut size per ton... Hardwood per c'd.	5 99 6 24 6 75 6 75 6 50
July 9.....	Kearney Bridge, District of Parry Sound.	Supply and erection of steel superstructure for Bridge over the Magnetawan River at Kearney.	R. Maitland Roy, of the City of Hamilton.	None	.....	1,580 00
July 9.....	Kinmount Bridge, District of Haliburton.	Supply and erection of steel superstructure for Bridge over McKendrick's Creek, Township of Lutterworth.	R. Maitland Roy, of the City of Hamilton.	None	.....	400 00
July 9.....	Eau Claire Bridge, District of Nipissing.	Supply and erection of steel superstructure for Bridge over the Amable du Fond River at Eau Claire.	R. Maitland Roy, of the City of Hamilton.	None	.....	1,225 00
July 11.....	Spanish River Bridge at Massey, Algoma District.	Supply of Timber and Piles required in the erection of Bridge.	Henry Sims of the Town of Massey.	None	Hemlock, spruce and tamarac timber, 16 feet in length, per M. B. M..... Pine timber per M. B. M. ..... Piles 25 feet long per lineal foot...	16 00 26 00 05

STATEMENT No. 4.—*Continued.*

Statement of Contracts and Bonds entered into with His Majesty in 1907.

Date.	Service.	Subject of Contract.	Contractor.	Sureties.	Description of Contract.	Amount.
July 16.....	Parry Sound District..	Erection of an addition to the Gaol at Parry Sound.	Wm. H. Clubbe of the Town of Parry Sound.	None	.....	3,200 00
July 16.....	Parry Sound District..	Construction of an addition and alterations to the Registry Office at Parry Sound.	William H. Clubbe of the Town of Parry Sound.	None	.....	3,500 00
June 18.....	Government House, Parliament Buildings, Normal and Model Schools and Osgoode Hall, Toronto.	Supply of hard and soft coal for the season 1907-8.	The Connell Anthracite Mining Company, Limited, of the City of Toronto.	The United States Fidelity and Guaranty Company of Baltimore.	Large egg and grate coal per ton .... Stove coal per ton Nut coal " Pea coal " Soft coal "	5 40 5 65 5 65 4 25 4 50
June 19.....	Ontario Agricultural College, Guelph.	Putting on galvanized roof, etc.	George R. Wolcott of the City of Guelph.	None	.....	1,490 00
June 10.....	Spanish River Bridge at Massey.....	Supply and erection of steel superstructure for bridge.	Dickson Brothers of the Town of Campbellford.	None	.....	12,650 00
June 18.....	Government and Departmental buildings, Toronto.	Supply of hardwood for the season 1907-8.	P. Burns & Co. of the City of Toronto.	George D. McDonald and Edward A. Burns both of Toronto.	Hardwood per cord.....	7 00
June 18.....	Government House, Osgoode Hall and Education Department, Toronto.	Supply of wood for season of 1907-8.	William McGill & Co. of Toronto.	George N. Williamson and Edmund Reeves, both of Toronto.	Pine wood per cord Pine slabs "	6 50 4 75

June 24.....	Ontario Agricultural College, Guelph.	Furniture and furnishings for the addition to the Chemical Laboratory.	The Canadian Office and School Furniture Company, Limited, of the Town of Preston.	None	.....	2,005 00
July 18.....	Normal School, Ottawa	Additions and alterations to....	Hugh Gilmour, of the City of Ottawa.....	None	.....	8,648 00
July 22.....	Asylum for the Insane, Mimico.....	Supply and setting up of two Horizontal Multi-Tubular Boilers in the boiler house.	The A. R. Williams Machinery Company, Limited, of the City of Toronto.	None	.....	2,050 00
August 3.....	Thunder Bay District .	Hot water heating, plumbing, etc., at the Gaoler's residence, Port Arthur.	The Barnes Hardware Company, Limited, of the City of Port Arthur.	None	....	625 00
August 7.....	Institution for the Blind, Brantford.	Construction of granolithic walks.	The Fisher Company, Limited, of the City of Brantford.	None	Per foot.....	15
August 7.....	Asylum for the Insane, Penetanguishene.	Supply and setting up of three Horizontal Multi-tubular Boilers.	The Goldie and McCulloch Company, Limited, of the Town of Galt.	None	....	3,242 00
August 9.....	Normal School, Toronto	Furniture and Fittings for Science room and Cloak room.	Thomas V. Gearing and Company, of the City of Toronto.	None	.....	1,252 00
August 23.....	Ontario Agricultural College, Guelph.	Supply and installing of one Hydraulic Freight Elevator and for Automatic Gates.	The Turnbull Elevator Manufacturing Company of City of Toronto.	.....	.....	1,229 00

STATEMENT No. 4.—*Continued.*

Statement of Contracts and Bonds entered into with His Majesty in 1907.

Date.	Service.	Subject of Contract.	Contractor.	Sureties.	Description of Contract.	Amount.
August 28	Sudbury District.....	Erection of a Court House, Sudbury.	Michael Healy of the City of Toronto.	The United States Fidelity and Guaranty Company of Baltimore, Md.	.....	41,000 00
August 28	Asylum for the Insane Mimico.	Construction of a Concrete Superstructure to the existing wharf and proposed extension to the same.	Fred R. Miller and Rutherford Cumming of City of Toronto	.....	.....	3,448 00
August 28	Sudbury District.....	Erection of a Registry Office at Sudbury.	O'Boyle Brothers Construction Company, Limited, of the Town of North Bay.	Patrick McCool and Patrick Bourke, both of North Bay.	.....	7,935 00
September 12 ...	Woodstock Asylum....	Erection of a House for the Farmer.	M. J. Morrison and D. Quinn of the Village of Thamesford.	.....	.....	2,755 00
September 19 ...	Thunder Bay District..	Erection of a Registry Office at Port Arthur.	W. E. White and Company of the City of Port Arthur.	George Hunter and W. Y. Montgomery, both Port Arthur.	.....	6,588 00
September 20. ..	Parliament Buildings, Toronto.	Reconstruction and alterations to two passenger elevators, one at the east wing and one at the west wing of buildings.	The Otis-Fensom Elevator Company, Limited, of the City of Toronto.	.....	.....	5,900 00

September 24...	Algoma District.....	Erection of a Registry Office at Sault Ste. Marie	J. R. Sculland, of the Town of Sault Ste. Marie.	The Plummer Ferguson Hardware Company, Limited, and John Dawson, both of Sault Ste. Marie.	.....	8,450 00
September 24...	Woodstock Asylum ...	Construction of a Silo at the farm of Asylum.	Nagle and Mills, of the Town of Ingersoll.	....	.....	550 00
September 25...	Ontario Agricultural College, Guelph.	Installation of ventilating apparatus in the Chemical Laboratory.	The Fred Armstrong Company, Limited, of the City of Toronto.	.....	.....	800 00
October 1.....	Toronto Model School Building.	Installation of a ventilating system and plant.	The Fred Armstrong Company, Limited, of the City of Toronto.	.....	.....	4,000 00
October 2.....	Asylum for the Insane, London.	Erection of a barn on the grounds of the Asylum.	Hyatt Brothers, of the City of London.	.....	.....	10,200 00
October 2.....	Ontario Agricultural College, Guelph.	Construction of a coal bin.....	H. A. Clemens Company, Limited, of the City of Guelph.	.....	.....	10,200 00
November 9....	Additional Normal Schools.	Installing electric wiring in Normal Schools at Peterborough, Hamilton, Stratford, and North Bay.	The Fred Armstrong Company, Limited, of the City of Toronto.	Taylor-Forbes Company, Limited, and the Somerville Co., Limited, both of Toronto.	.....	4,800 00
November 9....	Additional Normal Schools.	Heating, plumbing and ventilating of the Normal Schools at Peterborough, Hamilton, Stratford and North Bay.	The Purdy Mansell Company, Limited, of the City of Toronto.	Robert J. Cluff and Fred J. Lucas, both of the City of Toronto.	.....	56,658 00

STATEMENT No. 4.—*Concluded.*

Statement of Contracts and Bonds entered into with His Majesty in 1907.

Date.	Service.	Subject of Contract.	Contractor.	Sureties.	Description of Contract.	Amount.
December 7....	Mississauga River Bridge, Algoma District.	Supply and erection of steel superstructure for bridge over river in Township of Thompson, near Dean Lake.	The Algoma Steel Bridge Company, Limited, of the Town of Sault Ste. Marie.	.....	.....	11,160 00
December 7....	Espinola Bridge, Algoma District.	Supply and erection of steel superstructure for bridge over Spanish River at Espinola.	Dickson Brothers, of the Town of Campbellford.	.....	.....	8,400 00
December 12....	Provincial Board of Health.	Erection of a building on Clifford street, Toronto, for experimental sewage and water investigations.	Rutherford Cumming, of the City of Toronto.	Alfred E. Gibson, of the City of Toronto, and David D. Christie of the City of Guelph.	.....	2,240 00

Department of Public Works, Ontario.
Toronto, February, 1908.

J. P. EDWARDS,
Accountant and Law Clerk.

REPORT

RELATING TO THE REGISTRATION OF

Births, Marriages and Deaths

IN THE

PROVINCE OF ONTARIO

FOR THE

Year Ending 31st December,

1906

(Being the 37th Annual Report).

PRINTED BY ORDER OF
THE LEGISLATIVE ASSEMBLY OF ONTARIO

TORONTO:
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1908.

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WARWICK BRO'S & RUTTER, Limited, Printers,
TORONTO.

To His Honour Sir William Mortimer Clark.

Lieutenant-Governor of the Province of Ontario.

May it Please Your Honour:

I herewith beg to present for your consideration the Thirty-seventh Annual Report of the Registrar-General, relating to the registration of Births, Marriages and Deaths in the Province of Ontario, during the year 1906.

Respectfully submitted,

W. J. Hanna,

Registrar-General of Ontario.

Sir,—I have the honour to submit for your approval the Thirty-Seventh Annual Report made in conformity with and under the provisions of The Act respecting the Registration of Births, Marriages and Deaths in the Province of Ontario, for the year ending December the thirty-first, 1906.

I have the honour to be,

Sir,

Your obedient servant,

Chas. A. Hodgetts, M.D.

Deputy Registrar-General

To Hon. W. J. Hanna,

Registrar-General of Ontario.

Report Upon

Births, Marriages and Deaths

For the Year 1906.

The following report of births, marriages and deaths is for the twelve months ending December the thirty-first, nineteen hundred and six.

Estimated Population.

The estimated population being 2,214,116, an increase of 5,752 over that of the preceding year, the basis for estimates in both instances being that of geometrical progression as found to have prevailed in the intercensal period 1891 to 1901. The figures are, however, in some instances notably below the correct ones, particularly so in the case of the City of Toronto, where the police census indicates a population largely in excess of the estimated one. These discrepancies are difficult to avoid, but to permit of a uniform comparison no exception in the way of corrected population can be followed. The distribution of this population by counties is shown in Table 1.

The registrations made during the year were classified as follows:—Births, 51,710; marriages, 19,848; deaths, 32,782. The total number 104,338 being 630 in excess of the registrations of the preceding year, while the variations in each of the three groups as compared with the preceding year were:—A decrease of 211 births and 580 marriages; the deaths increasing by 1,411. The registrations by counties, together with the ratio for each thousand of the estimated population, is given in Table 1.

Births.

As just indicated there were registered 211 less births in the year 1906 than in the preceding year, the rate per thousand of the estimated population being 23.3, which is a decrease of 0.2 as compared with the preceding year. The rate was lowest in the Counties of Dufferin and Lennox and Addington, while the higher birth rates prevailed in those portions of the Province where there is the minimum amount of municipal organization, and in which districts there has been an influx of population, which may in part account for the apparent increase, although it must be remembered that the rural homes are those of larger families than those of the urban districts.

The sex distribution by months is shown in the following table:—

Births in the Province in 1906, showing the Proportion of Male to Female Births.

Sex.	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Totals.
Males	2,070	1,955	2,420	2,360	2,258	2,313	2,350	2,383	2,301	2,185	2,002	2,031	26,628
Females	1,835	1,964	2,226	2,221	2,136	2,192	2,152	2,259	2,233	2,011	1,891	1,962	25,082
Total	3,905	3,919	4,646	4,581	4,394	4,505	4,502	4,642	4,534	4,196	3,893	3,993	51,710
Male births to 100 female births	112.7	99.5	108.7	106.2	101.6	105.5	109.2	105.4	103.0	109.6	105.8	103.5	106.1

from which it will be observed that the classification by sex gives 26,628 males and 25,082 females, or, 106.1 males to every 100 females born during the year; the maximum number of births happening in the months of March and August, the minimum being reached in November.

Of multiple births there were registered 598; 593 of these being twins and 5 triplets. Of the twins 624 were males and 562 females; and of the triplets, 7 were males and 8 females.

In respect to illegitimacy, there were 885 children born out of wedlock, the ratio per thousand births being 17.1, or one in every 58.4 of the total births registered.

In order to permit of ready comparison of the birth rate in the counties of the Province, these have been tabulated for a period of ten years, 1897-1906, in Table 4.

Marriages.

The total of 19,846 is 580 less than the registrations for the year 1905. The variations by counties call for no lengthy consideration. I cannot, however, pass by the large number of marriages registered in the County of Essex, where out of a total for the county of 1,843, some 64 per cent. were registered in the City of Windsor, and of the number so registered, both the bride and groom were Americans in fifty per cent. of the marriages, no doubt forced on by the fact that under Michigan law there is greater publicity given to marriages than prevails in Ontario. By reference to Table 5, a ready comparison can be made of the marriage rate in each county, for the ten years, 1897 to 1906 inclusive.

The Religions of those persons married in the year was as follows:—

Methodists	12,246	Congregationalists	387
Presbyterians	8,076	Evangelical Association	191
Episcopalians	6,982	Mennonites	156
Roman Catholics	6,161	Quakers	39
Baptists	2,563	Other denominations	1,235
Lutherans	1,132	Not stated	524

The percentages of the four largest denominations in respect to the whole being, Methodists, 31.0; Presbyterians, 20.3; Episcopalians, 17.5, and Roman Catholics, 15.5; while 1.3 per cent. of those married were of no religious denomination.

Deaths.

The totality of deaths is greater than ever yet recorded in the Province, the number being 32,782, which gives a rate of 14.8 per thousand. The marked exceptions to this average death rate are found in the returns of Nipissing and Thunder Bay. These rates are doubtless more apparent than real, for the reasons set forth in the former portion of this report.

This apparent increase, however, is to be accounted for in the main by a better registration throughout the Province, and not so much from any actual increase. Physicians and householders are more careful than heretofore by reason of the fact that the Divisional Registrars are endeavoring to secure as complete registrations as possible within their registration areas, and clergymen, undertakers and cemetery authorities are requiring the production of the "permit of burial."

In Table 6 will be found information not given in previous reports. The deaths are given by counties for a period of ten years from the year 1897 to 1906 inclusive, together with the death rate per thousand of the population for the same years, with the averages for each county for the decade.

The deaths registered in the sixteen cities of the Province, as also the ten largest towns, are given in Tables 2 and 3.

The general recapitulation of Causes of Deaths under the fourteen heads adopted in the International Classification, will be found in Table 7, as also the deaths occurring in each of the twelve months.

Of the total number registered 17,655 were males and 15,021 females, with 106 registrations in which the sex was not stated.

Of the total of 32,782, 1,538 were still births, and 6,867 under one year, while 1,483 died between the first and fifth year of life, while 8,029 were of the age of 70 years and over.

The largest number of deaths, 3,096, were reported in the month of September, with October second with 3,014.

Tables 8 and 9 contain a recapitulation of the deaths by classes and months in the cities and towns of over five thousand population.

In the cities there were 4,897 males and 4,351 females, while in the towns the figures were of the former, 906 to 719 of the latter. The largest monthly mortality in the Cities occurred in August, and in the towns the highest figures were reached in October.

In considering the information as contained in Table 10, which gives the total deaths by individual diseases by counties, and which is still further analyzed in Table 11, as regards the deaths in cities, and also in Table 12 of towns of five thousand and over, the following figures are of interest.

Typhoid fever, which has been generally considered more prevalent in cities and towns, caused the death of 891 persons, of whom 188 died in the cities and 84 in the towns of over 5,000 population; thus 30 per cent. of those dying of this preventable disease died in those urban districts in which are found the public water supplies. The remainder, 70 per cent. were in the rural districts, where well or spring waters are the chief sources of supply. It must also be remembered that of those deaths occurring in the urban districts a considerable number, just how many cannot be estimated from the returns, were actually residents of rural municipalities, who having been taken ill were removed to the nearby town or city for hospital treatment.

The large number of deaths in Thunder Bay, 125, is accounted for by the severe outbreak of the disease which occurred in the Town of Fort William, where there was a contamination of the public water supply by sewage, the number of deaths in that municipality alone being 97, which very materially lessens that for the whole district: and of the remainder 25 were reported from Port Arthur.

The death rate for this disease per each 100,000 of the estimated population for 1906 for the Province, as compared with the city and town groups, is as follows:—

The Province as a whole, 40; for the city group, 37; for the town group, 95, and for the strictly rural population, that is excluding the estimated populations of both cities and towns, 38 per 100,000. Apparently, therefore, typhoid fever is either more fatal in the towns than in the other municipal groups, or on the other hand, if not more fatal, then much more common. The latter would appear to offer the better explanation, for while each of the towns of the group has a public water supply, yet too often the use of wells is permitted, and with the increasing danger of pollution of this class of water by reason of the ever encroaching privy pits, and of seepage from the adjacent lane and back yard, these wells must year by year, with the increase of population, become of greater danger to those who continue their use. The remedy in such cases lies in the closing for ever of all wells within the municipal area, and thus compelling the use of the town supply.

Malaria as a cause of death in Ontario is markedly on the decline: indeed, in the cities and towns it is non-existent as to fatality. The five deaths reported in the year were from the following counties:—Bruce, 1; Grey, 2; Norfolk, 1; and Ontario, 1.

Of tuberculosis it cannot unfortunately at present be so written as it is of malaria. During the year the white plague carried off 2,911 in the Province, of which the cities reported 887 and the towns 118, the rate for the Province being 131 per hundred thousand of the estimated population. By reference to Table 10 it will be seen that each county lends its quota to make this sadly large total, the minimum being in Haliburton, 4, while the maximum is that of York (including Toronto), 553. The city figures will be found in Table 11, and those of the towns in Table 12.

Surely this death roll for 1906 will present object lesson enough to at least a few of those counties in which it is sapping the best life of its ratepayers. Is the situation not worthy of the attention of every man and woman in Ontario, irrespective of race, creed and color, and sufficient to make each one of them enthusiastic in the work to suppress what is now and what will continue to carry sorrow, suffering, disease and death to every home in this fair Province. Charity can and has done much, but it cannot do all. The task is hurculean, but not impossible: but municipalities must consider most seriously the situation, and if immediate results are to be obtained, and Ontario is to keep pace with other countries and states in the great crusade, there must no longer be apathy, but work must be the war cry, and provision made for the care of the advanced cases in hospital annex or county home annexes, while the dispensary, with the instructed nurse as house visitor must be opened up in every town and city. These means, together with the day and night camp, and the instruction of the children of our Public and Separate Schools, must be adopted as means to the desired end.

Cancer has been for the past few years taking a more prominent place in the list of diseases as a cause of death. A comparison of the figures of the last five years will suffice to show the increase taking place from year to year. 1902, 1,048; 1903, 1,156; 1904, 1,253; 1905, 1,224; 1906, 1,411. As

a cause of death it exceeds that of tuberculosis of all forms in the Counties of Dufferin, Elgin, Haldimand and Prince Edward. The cause of this increase is a matter deserving of the attention of the medical profession, and the collection and publication of data in reference to each and every case that dies would form important information relative to the many points, as to the nature of the disease, cause and conditions under which it appears to spread.

The many questions relating to infantile mortality, which are constantly arising have led to the introduction of Table 13, in which will be found the deaths of infants in age groups, under five years, given by the individual diseases as reported.

A study of the effect of trade or occupation upon life at the age groups, beginning with that of 15-19 is made possible by Tables 14 and 15, the former giving the figures for the Province, the latter those of the cities only.

All of which is respectfully submitted.

Chas A Hodgetts M.D.

Deputy Registrar-General.

APPENDIX.

COMPARISON OF THE ABRIDGED AND DETAILED FORMS OF THE INTERNATIONAL CLASSIFICATION OF CAUSES OF DEATH.

The Abridged Classification is that used by the Department in the preparation of certain tables, beginning with the Report for the year 1906; and all reference numbers in parenthesis or brackets are to those of the Detailed Classification and show the exact titles corresponding to titles of the abridged or shorter list.

The Detailed Classification is the International Classification (Bertillon Nomenclature) of cause of death.

Abridged Classification.	Detailed Classification.
ALL CAUSES (STILL BIRTHS INCLUDED.)	ALL CAUSES (STILL BIRTHS EXCLUDED).
I.—General Diseases.	I.—General Diseases.
(*A. Epidemic Diseases.*)	(*A. Epidemic Diseases.*)
1. Typhoid fever (1).	1. Typhoid fever (abdominal typhus).
	2. Exanthematic typhus.
	3. Relapsing fever.
2. Malarial fever (4).	4. Intermittent fever & malarial cachexia.
	4. Repeated. Malarial cachexia.
3. Smallpox (5).	5. Smallpox.
4. Measles (6).	6. Measles.
5. Scarlet Fever (7).	7. Scarlet fever.
6. Whooping Cough (8).	8. Whooping cough.
7. Diphtheria and Croup (9).	9. Diphtheria and croup.
	9. Repeated. Diphtheria.
8. Influenza (10).	10. Influenza.
	11. Miliary fever.
	12. Asiatic cholera.
	13. Cholera nostras.
9. Dysentery (14).	14. Dysentery.
	14. Repeated. Epidemic dysentery.
	15. Bubonic plague.
	16. Yellow fever.
	17. Leprosy.
10. Erysipelas (18).	18. Erysipelas.
11. Other epidemic diseases (2, 3, 11, 16, 17, 19).	19. Other epidemic diseases.
(*B. Other general diseases.*)	(*B. Other general diseases.*)
12. Septicæmia (20).	20. Purulent infection and septicæmia.
	21. Glanders and farcy.
	22. Malignant pustule.
	23. Rabies.
	24. Actinomycosis, trichinosis, etc.
	25. Pellagra.
13. Tuberculosis of lungs (27).	27. Tuberculosis of the lungs.
14. Tuberculosis of larynx (26).	26. Tuberculosis of the larynx.
15. Tuberculous meningitis (28).	28. Tuberculosis of the meninges.
16. Abdominal tuberculosis (29).	29. Abdominal tuberculosis.
17. Pott's Disease (30).	30. Pott's disease.
18. Tuberculous abscess (31).	31. Cold abscess, abscess by congestion.
19. White swelling (32),	32. White swelling.
20. Tuberculosis of other organs (33).	33. Tuberculosis of other organs.
21. General tuberculosis (34).	34. General tuberculosis.
22. Scrofula (35).	35. Scrofula.

FORMS OF THE INTERNATIONAL CLASSIFICATION OF CAUSES OF DEATH.—*Continued.*

Abridged Classification.	Detailed Classification.
23. Venereal diseases (36, 37, 38).	36. Syphilis. 37. Gonnorrhœa (5 years and over). 38. Gonnorrhœa (under 5 years).
24. Cancer of mouth (39).	39. Cancer and other malignant tumors of the buccal cavity.
25. Cancer of stomach and liver (40).	40. Cancer and other malignant tumors of the stomach and liver.
26. Cancer of intestines (41).	41. Cancer and other malignant tumors of the peritoneum, intestines & rectum.
27. Cancer of genital organs (42).	42. Cancer and other malignant tumors of the female genital organs.
28. Cancer of breast (43).	43. Cancer and other malignant tumors of the breast.
29. Cancer of skin (44).	44. Cancer and other malignant tumors of the skin.
30. Cancer of other or unspecified organs (45).	45. Cancer and other malignant tumors of other organs or of organs not specified.
31. Tumors (46).	46. Other tumors (tumors of the female genital organs excepted.
32. Rheumatism (47, 48).	47. Acute articular rheumatism. 48. Chronic rheumatism and gout.
33. Diabetes (50).	49. Scurvy. 50. Diabetes. 51. Exophthalmic goitre. 52. Addison's disease.
34. Anæmia, leukæmia (53, 54).	53. Leukæmia. 54. Anæmia, chlorosis.
35. Alcoholism (56).	56. Acute and chronic alcoholism.
36. Chronic poisonings (57, 58, 59).	57. Chronic lead poisoning. 58. Other chronic poisonings (occupational). 59. Other chronic poisonings.
37. Other general diseases (21, 22, 23, 24, 25, 49, 51, 52, 55).	55. Other general diseases.
II.—DISEASES OF NERVOUS SYSTEM.	II. DISEASES OF THE NERVOUS SYSTEM AND OF THE ORGANS OF SPECIAL SENSE.
38. Encephalitis (60).	60. Encephalitis.
39. Meningitis (61).	61. Simple meningitis. *61. Repeated.* (*Epidemic cerebro-spinal meningitis*).
40. Locomotor ataxia (62).	62. Progressive locomotor ataxia.
41. Other diseases of spinal cord (63).	63. Other diseases of the spinal cord.
42. Apoplexy (64).	64. Congestion and hemmorrhage of the brain.
43. Softening of brain (65).	65. Softening of the brain.
44. Paralysis (66).	66. Paralysis without specified cause.
45. General paralysis of insane (67).	67. General paralysis.
46. Other forms of mental disease (68).	68. Other forms of mental alienation.
47. Other diseases of brain (74).	
48. Epilepsy (69).	69. Epilepsy.
49. Convulsions (70, 71).	70. Convulsions (non-puerperal), 5 years and over). 71. Convulsions (under 5 years).
50. Tetanus (72).	72. Tetanus.
51. Other diseases of the nervous system (73, 74, 75, 76).	73. Chorea. 74. Other diseases of the nervous system. 75. Diseases of the eye and its adnexa. 76. Diseases of the ear.

FORMS OF THE INTERNATIONAL CLASSIFICATION OF CAUSES OF DEATH.—*Continued.*

Abridged Classification.	Detailed Classification.
III.—DISEASES OF CIRCULATORY SYSTEM.	III.—DISEASES OF THE CIRCULATORY SYSTEM.
52. Pericarditis (77),	77. Pericarditis.
53. Endocarditis (78).	78. Acute endocarditis.
54. Heart disease (79).	79. Organic diseases of the heart.
55. Angina pectoris (80).	80. Angina pectoris.
56. Diseases of arteries (81).	81. Diseases of the arteries, atheroma, aneurism, etc.
57. Embolism and thrombosis (82).	82. Embolism and thrombosis.
58. Diseases of veins (83).	83. Diseases of the veins (varices, hemorrhoids, phlebitis, etc.).
59. Diseases of lymphatics (84).	84. Diseases of the lymphatic system (lymphangitis, etc.)
60. Other diseases of circulatory system (85, 86).	85. Hemorrhages. 86. Other diseases of the circulatory system.
IV.—DISEASES OF RESPIRATORY SYSTEM.	IV.—DISEASES OF THE RESPIRATORY SYSTEM
61. Diseases of larynx (88).	87. Diseases of the nasal fossæ.
62. Diseases of the thyroid body (89).	88. Diseases of the larynx.
63. Acute bronchitis (90).	89 Diseases of the thyroid body.
64. Chronic bronchitis (91).	90. Acute bronchitis.
65. Broncho-pneumonia (92).	91. Chronic bronchitis.
66. Pneumonia (93).	92. Broncho-pneumonia.
67. Pleurisy (94).	93. Pneumonia.
68. Congestion of lungs (95).	94. Pleurisy.
69. Gangrene of lungs (96).	95. Congestion and apoplexy of the lungs.
70. Asthma and emphysema (97-98).	96. Gangrene of the lungs.
71. Hemorrhage of lungs (99).	97. Asthma. 98. Pulmonary emphysema.
72. Other diseases of respiratory system phthisis excepted (87, 99).	99. Other diseases of the respiratory system (phthisis excepted).
V.—DISEASES OF DIGESTIVE SYSTEM.	V.—DISEASES OF THE DIGESTIVE SYSTEM.
73. Diseases of mouth (100).	100. Diseases of the mouth and its adnexa.
74. Tonsilitis (101)	101. Diseases of the pharynx.
75. Other diseases of pharynx (101, 102).	102. Diseases of the œsophagus.
76. Ulcer of stomach (103).	103. Ulcer of the stomach.
77. Gastritis. 78. Other diseases of the stomach. (104).	104. Other diseases of the stomach (cancer excepted.)
79. Dentition.	
80. Diarrhœa and enteritis (under 2 years) (105).	105. Diarrhœa and enteritis (under 2 years).
	105. Repeated. Chronic diarrhœa and enteritis (under 2 years).
81. Diarrhœa and enteritis (2 years and over) (106).	106. Diarrhœa and enteritis (2 years and over).
	107. Intestinal parasites.
82. Hernia 83. Obstruction of intestines (108).	108. Hernia and intestinal obstructions.
84. Other diseases of intestines (107, 109).	109. Other diseases of the intestines.
85. Acute yellow atrophy of liver (110).	110. Acute yellow atrophy of the liver.
86. Hydatid tumors of liver (111).	111. Hydatid tumors of the liver.
87. Cirrhosis of liver (112).	112. Cirrhosis of the liver.
88. Biliary calculi (113).	113. Biliary calculi.
89. Other diseases of liver (114).	114. Other diseases of the liver.
90. Diseases of spleen (115).	115. Diseases of the spleen.
91. Peritonitis, non-puerperal (116).	116. Simple peritonitis (non-puerperal).

FORMS OF THE INTERNATIONAL CLASSIFICATION OF CAUSES OF DEATH.—*Continued.*

Abridged Classification.	Detailed Classification.
92. Appendicitis (118).	118. Appendicitis and abscess of the iliac fossa.
93. Other diseases of the digestive system (cancer and tuberculosis excepted) (117).	117. Other diseases of the digestive system (cancer and tuberculosis excepted).
VI.—DISEASES OF GENITO-URINARY SYSTEM.	VI.—DISEASES OF THE GENITO-URINARY SYSTEM AND ITS ADNEXA.
94. Acute nephritis (119).	119. Acute nephritis.
95. Bright's disease (120).	120. Bright's disease.
96. Other diseases of kidneys (121).	121. Other diseases of the kidneys and their adnexa.
97. Calculi of urinary tract (122).	122. Calculi of the urinary tract.
98. Diseases of bladder (123).	123. Diseases of the bladder.
	124. Diseases of the urethra, urinary abscess, etc.
	125. Diseases of the prostate.
99. Diseases of male genital organs (non-venereal) (126).	126. Non-venereal diseases of the male genital organs.
	127. Metritis.
	128. Uterine hemorrhage (non-puerperal).
100. Uterine tumor (129).	129. Uterine tumor (non-cancerous).
101. Other diseases of uterus (127, 128, 130).	130. Other diseases of the uterus
102. Ovarian tumor (131).	131. Cysts and other tumors of the ovary.
103. Diseases of the tubes (132).	132. Other diseases of the female genital organs
104. Diseases of female genital organs (non-venereal) (132).	
105. Other diseases of the genito-urinary system (124, 125, 126, 132, 133).	133. Non-puerperal diseases of the breast (cancer excepted).
*VII.—THE PUERPERAL STATE.	VII.—THE PUERPERAL STATE.
	134. Accidents of pregnancy.
	135. Puerperal hemorrhage.
	136. Other accidents of labor.
106. Puerperal septicæmia (137),	137. Puerperal septicæmia.
107. Puerperal convulsions (138).	138. Puerperal albuminuria & convulsions.
	139. Phlegmasia alba dolens (puerperal).
	140. Other puerperal accidents — sudden death.
108. Other causes incident to child-birth (134, 135, 136, 139, 140, 141).	141. Puerperal diseases of the breast.
VIII.—DISEASES OF SKIN.	VIII.—DISEASES OF THE SKIN AND CELLULAR TISSUE.
109. Gangrene (142).	142. Gangrene.
110. Carbuncle (143).	143. Furuncle.
111. Abscess (144).	144. Acute abscess, phlegmon.
112. Other diseases of skin (145).	145. Other diseases of the skin and its adnexa.
IX.—DISEASES OF LOCOMOTOR SYSTEM.	IX.—DISEASES OF THE ORGANS OF LOCOMOTION.
113. Diseases of the bones (146).	146. Nontuberculous diseases of the bones.
114. Diseases of the joints (147).	147. Arthritis and other diseases of the joints (tuberculosis and rheumatism excepted).

*The distinction between puerperal and non-puerperal diseases should be carefully maintained. Whenever the death of a female of child bearing age is reported from any disease which may have been puerperal, the medical attendant should state whether or not it was puerperal.

FORMS OF THE INTERNATIONAL CLASSIFICATION OF CAUSES OF DEATHS.—*Concluded.*

Abridged Classification.	Detailed Classification.
115. Other diseases of locomotor system (148, 149).	148. Amputation. 149. Other diseases of the organs of locomotion.
X.—MALFORMATIONS.	X.—MALFORMATIONS.
116. Congenital malformations (still-births excluded) (150).	150. Congenital malformations (stillbirths excluded).
XI.—EARLY INFANCY.	XI.—EARLY INFANCY.
117. Premature birth (151). 118. Congenital debility (151, 152, 153).	151. Congenital debility, icterus and sclerema. 152. Other diseases peculiar to early infancy. 153. Lack of care.
XII.—OLD AGE.	XII.—OLD AGE.
119. Old age (154).	154. Senile debility.
XIII.—VIOLENCE AND OTHER EXTERNAL CAUSES.	XIII.—EXTERNAL CAUSES.
120. Suicides (155-163) inclusive.	155. Suicide by poison. 156. Suicide by asphyxia. 157. Suicide by hanging or strangulation. 158. Suicide by drowning. 159. Suicide by firearms. 160. Suicide by cutting instruments. 161. Suicide by jumping from high places. 162. Suicide by crushing. 163. Other suicides.
121. Fractures and dislocations (164, 165).	164. Fractures. 165. Dislocations.
122. Burns and scalds (167).	167. Burns and Scalds. 168. Burns from corrosive substances.
123. Physical phenomena (169, 170, 171).	169. Sunstroke. 170. Freezing. 171. Electric shock (including lightning).
124. Drowning (172).	172. Accidental drowning.
125. Inhalation of poisonous gases (174).	173. Inanition (starvation). 174. Absorption of deleterious gases (non-suicidal).
126. Other accidental poisonings (175).	175. Other acute poisonings.
127. Other accidental traumatisms (166).	166. Other accidental traumatisms.
128. Injuries at birth 129. Homicide (176).	176. Other external violence.
XIV.—ILL-DEFINED DISEASES.	XIV.—ILL-DEFINED DISEASES.
130. Dropsy (177). 131. Heart failure (179). 132. Other ill-defined causes (178, 179). 133. Unknown causes (179).	177. Dropsy. 178. Sudden death. 179. Causes of death unspecified or ill-defined.
134. XV.—STILL BIRTHS.	

TABLE NO. 1.

Table showing the total number of Births, Marriages and Deaths, Ratio per 1,000, in each County in 1906.

Counties.	Population.	Births.	Ratio per 1,000.	Marriages.	Ratio per 1,000.	Deaths.	Ratio per 1,000.	Total.
Algoma	46,014	1,340	29.1	387	8.4	651	14.1	2,378
Brant	38,658	809	20.9	330	8.5	455	11.7	1,594
Bruce	59,830	1,192	19.9	374	6.2	796	13.3	2,362
Carleton	98,234	2,436	24.7	812	8.2	1,719	17.2	4,967
Dufferin	21,326	425	15.0	142	6.6	287	13.4	854
Elgin	44,183	861	19.4	315	7.1	575	13.0	1,751
Essex	59,319	1,549	26.1	1,843	31.0	893	15.0	4,285
Frontenac	45,146	926	20.4	307	6.8	691	15.3	1,924
Grey	70,544	1,353	19.1	476	6.7	830	11.7	2,659
Haldimand	21,526	441	20.4	127	5.8	267	12.4	835
Halton	19,813	408	20.5	132	6.6	309	15.5	849
Haliburton	6,648	197	29.6	41	6.1	77	11.5	315
Hastings	60,105	1,150	19.1	448	7.4	718	11.9	2,316
Huron	62,668	1,130	18.0	411	6.5	743	11.7	2,284
Kent	58,210	1,223	21.0	437	7.5	777	13.3	2,437
Lambton	57,421	1,193	20.7	466	8.1	782	13.6	2,441
Lanark	37,743	702	18.5	260	6.8	466	12.3	1,428
Leeds and Grenville	59,807	1,124	18.7	428	7.1	843	13.2	2,395
Lennox and Addington	23,666	360	15.1	157	6.6	305	12.8	822
Lincoln	30,971	669	21.6	240	7.7	492	15.8	1,401
Middlesex	93,974	1,883	20.0	793	8.4	1,348	14.3	4,024
Muskoka	21,259	654	30.7	173	8.1	294	13.8	1,121
Nipissing	27,107	1,457	53.7	321	11.8	775	28.5	2,553
Norfolk	29,546	538	18.2	203	6 8	372	12.5	1,113
Northumberland and Durham	62,900	1,110	17.6	451	7.1	813	12.9	2,374
Ontario	40,962	805	19.6	287	6.9	529	12.9	1,621
Oxford	49,069	975	19.8	303	6.1	783	15.9	2,061
Parry Sound	25,278	814	32.2	203	8.0	382	5.1	1,399
Peel	21,770	384	17.6	144	6.6	261	11.9	789
Perth	50,555	1,054	20.8	402	7.9	570	11.2	2,026
Peterboro	36,561	870	23.7	323	8.8	518	14.1	1,711
Prescott and Russell	47,965	1,819	37.9	326	6.7	713	14.8	2,858
Prince Edward	18,114	315	17.3	134	7.3	244	13.4	693
Rainy River	16,666	382	22.9	144	8.6	306	18.3	832
Renfrew	53,435	1,381	25.8	374	6.9	673	12.5	2,428
Simcoe	83,444	1,957	23.2	626	7.5	1,252	15.0	3,835
Stormont, Dundas and Glengarry	69,875	1,469	21.0	448	6.4	901	12.8	2,818
Thunder Bay	12,718	638	50.1	212	16.6	564	44.3	1,414
Victoria	32,390	727	22.4	237	7.0	372	11.4	1,336
Waterloo	53,314	1,250	23.4	418	7.8	682	12.7	2,350
Welland	32,021	749	23.3	378	11.8	484	15.1	1,611
Wellington	56,408	1,076	19.0	392	6.9	746	13.2	2,214
Wentworth	80,548	2,007	24.9	850	10.5	1,388	17.2	4,245
York	276,405	7,908	28.6	3,571	12.1	5,136	14.9	16,615
Totals	2,214,116	51,710	23.3	19,846	8.9	32,782	14.8	104,338

TABLE NO. 2.

Table showing the total number of Births, Marriages and Deaths and Ratio per 1,000, in each City of Ontario in 1906.

Cities.	Population.	Births.	Ratio per 1,000.	Marriages.	Ratio per 1,000.	Deaths.	Ratio per 1,000.	Total.
Belleville	9,248	163	17.6	87	9.4	169	18.2	419
Brantford	18,973	451	23.7	229	12.0	258	13.5	938
Chatham	9,076	191	21.0	128	14.1	204	22.4	523
Guelph	12,008	288	23.9	108	8.9	192	15.9	588
Hamilton	54,562	1,392	25.5	704	12.9	920	16.7	3,016
Kingston	18,218	396	21.7	199	10.9	380	20.8	975
London	41,397	947	22.8	478	11.5	656	15.8	2,081
Niagara Falls	4,777	154	32.2	168	35.1	105	21.9	427
Ottawa	47,342	1,691	22.7	606	8.1	1,233	16.5	3,530
Peterborough	12,087	371	30.6	193	15.9	248	20.5	812
St. Catharines	10,358	252	24.3	114	11.0	208	20.0	574
Stratford	10,197	299	29.3	127	12.4	135	13.2	561
St. Thomas	12,090	300	24.8	132	10.9	191	15.7	623
Toronto	222,903	5,985	26.8	3,096	13.9	3,958	17.7	13,039
Windsor	13,187	290	21.9	1,193	90.4	230	17.4	1,713
Woodstock	8,945	191	21.3	83	9.2	205	22.9	479
Total	532,368	15,361	57.4	7,645	32.9	9,292	30.9	30,298

TABLE NO. 3.

Table showing the total number of Births, Marriages and Deaths and Ratio per 1,000, in Towns of over 5,000 population in Ontario, during 1906.

Towns.	Population.	Births.	Ratio per 1,000.	Marriages.	Ratio per 1,000.	Deaths.	Ratio per 1,000.	Total.
Berlin	11,167	258	23.1	132	11.8	142	12.7	532
Brockville	9,015	205	22.6	115	12.7	173	19.1	493
Cornwall	6,800	165	24.2	63	9.2	166	24.4	394
Galt	8,037	173	21.5	62	7.7	133	16.5	368
Kenora	8,728	126	14.4	63	7.2	178	20.3	367
Lindsay	7,515	156	20.7	100	13.5	93	12.5	349
Owen Sound	9,495	273	28.7	100	10.5	194	20.4	567
Sarnia	8,975	235	26.1	190	21.1	162	18.0	587
Sault Ste. Marie	12,277	241	19.6	118	9.6	167	13.6	526
Toronto Junction	6,183	343	55.4	107	17.3	209	33.8	639
Totals	88,192	2,175	24·6	1,050	11.9	1,617	18.3	4,842

TABLE No. 4.—Showing the birth rate per 1,000 population in each County of the Province for ten years.

Counties.	1897.	1898.	1899.	1900.	1901.	1902.	1903.	1904.	1905.	1906.	Total.
Algoma	906	817	826	840	978	1,391	1,431	1,441	1,525	1,340	11,495
	51.3	45.8	45.9	46.2	22.0	30.3	31.3	31.4	33.2	29.1	36.6
Brant	771	702	756	697	745	752	753	781	859	809	7,625
	19.9	17.9	19.1	17.4	19.5	19.5	19.6	20.2	22.2	20.9	19.6
Bruce	1,467	1,310	1,244	1,321	1,217	1,271	1,192	1,300	1,268	1,192	12,782
	21.9	18.8	17.7	18.6	20.6	21.3	20.0	21.8	21.2	19.9	20.1
Carleton	2,088	2,183	2,039	2,054	2,461	2,408	2,275	2,281	2,433	2,436	22,658
	25.3	26.2	24.2	24.1	25.4	24.6	23.3	23.3	24.8	24.7	24.5
Dufferin	450	449	435	453	434	429	460	453	435	425	4,423
	19.0	18.8	18.0	18.1	20.6	20.2	21.7	21.3	20.4	15.0	19.3
Elgin	801	763	718	766	703	780	740	785	786	861	7,703
	17.4	16.4	15.2	16.1	16.1	17.7	16.8	17.8	12.8	19.4	16.5
Essex	1,565	1,607	1,506	1,490	1,471	1,522	1,719	1,602	1,615	1,549	15,646
	26.5	26.9	25.0	24.5	25.1	25.8	21.1	27.1	27.2	26.1	25.5
Frontenac	917	919	886	918	862	900	820	899	878	926	8,925
	18.3	18.2	17.4	17.8	19.3	20.0	18.2	20.0	19.4	20.4	18.9
Grey	1,481	1,426	1,320	1,407	1,539	1,447	1,425	1,519	1,512	1,353	14,429
	19.5	18.6	17.1	18.0	22.1	20.6	20.3	21.6	21.4	19.1	19.8
Haldimand	415	403	369	375	376	399	379	420	388	441	3,965
	16.6	16.0	14.5	14.6	17.7	18.5	17.7	19.6	18.0	20.4	17.3
Halton	420	410	422	408	344	364	369	407	448	408	4,000
	17.9	17.3	17.7	16.9	17.6	18.4	18.7	20.6	22.6	20.5	18.7
Haliburton	230	222	182	177	202	195	186	233	203	197	2,027
	34.1	32.6	26.4	25.6	30.8	29.4	28.1	35.2	30.6	29.6	30.2
Hastings	1,226	1,202	1,124	1,203	1,091	1,161	1,187	1,229	1,148	1,150	11,721
	19.5	18.9	17.5	18.5	18.4	19.4	19.8	20.5	19.1	19.1	19.0
Huron	1,275	1,278	1,254	1,159	1,133	11,49	1,156	1,121	1,151	1,130	11,806
	17.9	17.8	17.3	15.8	18.3	18.4	18.5	17.9	18.4	18.0	17.8
Kent	1,402	1,313	1,244	1,321	1,183	1,216	1,248	1,174	1,191	1,223	12,515
	22.5	20.8	19.5	20.5	20.6	21.0	21.5	20.2	20.5	21.0	20.8
Lambton	1,231	1,170	1,143	1,167	1,167	1,136	1,148	1,136	1,194	1,193	11,685
	21.1	19.8	19.2	19.4	20.6	19.9	20.1	19.8	20.8	20.7	20.1
Lanark	752	743	700	742	705	744	728	715	682	702	7,213
	18.7	18.3	17.1	17.9	18.9	19.8	19.4	19.0	18.1	18.5	18.5
Leeds and Grenville	1,122	1,062	969	1,012	994	1,059	1,081	1,140	1,118	1,124	10,681
	17.3	16.2	14.6	15.1	16.8	17.8	18.2	19.1	18.7	18.7	17.2
Lennox and Addington	453	467	472	420	465	405	436	410	431	360	4,319
	17.2	17.5	17.6	15.5	19.9	17.2	18.5	17.4	18.2	15.1	17.4
Lincoln	616	560	575	564	615	552	616	567	680	669	6,014
	19.3	17.3	17.6	17.1	20.1	17.9	20.0	18.3	22.0	21.6	19.1
Middlesex	1,565	1,615	1,651	1,673	1,639	1,625	1,803	1,917	1,839	1,883	17,210
	14.4	14.7	14.9	14.9	17.7	17.3	19.3	20.4	18.1	20.0	17.1
Muskoka	600	601	534	537	611	590	636	643	633	654	6,039
	34.1	33.8	29.7	29.5	29.1	27.8	30.1	30.3	29.8	30.7	30.4
Nipissing	658	897	955	961	1,068	1,077	1,332	1,321	1,603	1,457	11,334
	77.2	70.9	74.0	74.5	40.4	39.9	49.4	48.9	59.4	53.7	58.8
Norfolk	1,264	641	601	609	563	593	507	591	579	538	6,486
	19.9	19.2	17.8	17.9	19.3	20.1	17.2	20.0	19.6	18.2	18.9
Northumberland and Durham	966	1,218	1,168	1,146	1,035	1,144	1,058	1,169	1,121	1,110	11,135
	16.9	16.1	15.2	14.8	16.7	18.2	16.9	18.6	17.8	17.6	16.8
Ontario	903	854	842	858	796	878	769	958	798	805	8,461
	18.7	17.5	17.1	17.1	19.7	21.5	18.9	23.4	19.5	19.6	19.3
Oxford	1,037	1,073	1,000	998	1,033	1,038	964	976	1,001	975	10,095
	19.6	20.0	18.5	18.2	21.3	21.2	19.7	19.9	20.4	19.8	19.8
Parry Sound	731	680	675	684	701	738	766	771	657	814	7,217
	46.7	43.0	42.3	42.4	28.1	29.3	30.5	30.6	26.0	32.2	35.1
Peel	394	408	385	388	381	371	377	328	377	384	3,793
	14.9	15.3	14.2	14.2	17.7	17.1	17.4	15.1	17.3	17.6	16.0
Perth	1,010	999	993	991	972	997	978	1,034	1,033	1,054	10,061
	18.4	18.0	17.7	17.5	19.5	19.8	19.4	20.5	20.4	20.8	19.2
Peterborough	890	831	795	776	723	789	788	891	850	870	8,203
	23.7	21.9	20.7	20.1	20.0	21.6	21.7	24.4	23.3	23.7	22.1
Prescott and Russell	1,571	1,623	1,660	1,591	1,792	1,714	1,824	1,775	1,950	1,819	17,319
	34.8	35.6	36.1	34.2	37.9	35.9	38.3	37.1	40.7	37.9	36.8
Prince Edward	318	305	318	290	247	295	267	270	296	315	2,921
	15.8	15.0	15.5	14.0	13.8	16.3	14.8	14.9	16.3	17.3	15.3
Rainy River	199	235	257	329	302	291	327	343	356	382	3,021
	44.5	52.1	56.4	71.5	18.4	17.5	19.7	20.6	21.4	22.9	34.5
Renfrew	1,526	1,357	1,366	1,392	1,487	1,369	1,427	1,465	1,508	1,381	14,278
	31.2	27.4	27.3	27.6	28.2	25.7	26.8	27.5	28.2	25.8	27.5
Simcoe	1,717	1,744	1,593	1,759	1,659	1,765	1,873	1,937	1,986	1,957	17,990
	22.5	22.8	20.4	22.4	20.1	21.2	22.6	23.3	23.8	23.2	22.2
Stormont, Dundas and Glengarry	1,410	1,338	1,292	1,382	1,456	1,410	1,518	1,581	1,531	1,469	14,387
	19.0	17.8	17.1	18.1	21.1	20.3	21.8	22.7	21.9	21.0	20.0
Thunder Bay	216	254	203	262	252	323	379	493	501	638	3,521
	37.4	43.5	34.4	44.0	20.0	25.5	30.0	38.9	39.4	50.1	36.3
Victoria	692	729	675	692	678	724	711	648	685	727	6,961
	19.7	20.5	18.8	19.1	21.2	22.4	22.1	20.0	21.2	22.4	20.7
Waterloo	1,195	1,151	1,102	1,104	1,047	1,138	1,148	1,190	1,327	1,250	11,652
	22.3	21.2	20.1	19.9	19.9	21.4	21.6	22.4	24.9	23.4	21.7
Welland	652	656	625	647	626	631	676	661	728	749	6,651
	20.0	19.9	18.8	19.3	19.8	19.8	21.2	20.7	22.7	23.3	20.5
Wellington	1,145	1,197	1,018	1,118	1,022	1,071	1,054	1,086	1,065	1,076	10,855
	18.1	18.7	15.8	17.2	18.4	19.1	18.8	19.3	18.9	19.0	18.3
Wentworth	1,527	1,678	1,471	1,506	1,434	1,495	1,603	1,752	1,965	2,007	16,438
	18.2	19.8	17.2	17.4	18.0	18.6	20.0	21.8	24.4	24.9	20.0
York	5,549	5,509	5,342	5,940	5,852	6,447	6,508	6,852	7,572	7,908	63,479
	18.6	18.2	17.5	19.3	21.5	23.4	23.7	24.9	27.4	28.6	22.3
Totals	47,323	46,599	44,705	46,127	46,061	47,796	48,642	50,265	51,911	51,710	481,139
	20.9	20.4	19.4	19.8	21.1	21.7	22.1	22.8	23.5	23.3	21.5

TABLE No. 5.— Showing the marriage rate per 1,000 of population in each County of the Province for ten years.

Counties.	1897.	1898.	1899.	1900.	1901.	1902.	1903.	1904.	1905.	1906.	Total.
Algoma	226	195	209	268	370	357	477	401	464	387	3,354
	12.8	10.9	11.6	14.7	8.3	7.8	10.4	8.7	10.1	8.4	10.3
Brant	232	261	251	277	292	241	340	271	314	330	2,809
	6.0	6.6	6.3	6.9	7.7	6.2	8.8	7.0	8.0	8.5	7.2
Bruce	379	370	394	397	381	422	460	417	389	374	3,983
	5.5	5.3	5.6	5.6	6.4	7.1	7.7	7.0	6.5	6.2	6.2
Carleton	660	661	727	741	780	799	833	831	939	812	7,783
	8.0	7.6	8.6	8.7	8.0	8.2	8.5	8.4	9.5	8.2	8.3
Dufferin	128	152	162	163	169	189	190	160	141	142	1,596
	5.4	6.3	6.7	6.7	8.0	8.9	8.9	7.5	6.6	6.6	7.1
Elgin	304	268	310	354	359	307	360	353	369	315	3,299
	6.6	4.0	6.5	7.4	8.3	7.0	8.2	8.0	8.3	7.1	7.1
Essex	970	1,117	1,236	1,305	1,415	1,577	1,675	1,595	1,911	1,843	14,644
	16.4	18.7	20.5	21.4	24.2	26.7	28.4	27.0	32.2	31.0	24.6
Frontenac	348	290	301	332	322	274	370	349	324	307	3,212
	6.9	5.7	5.9	6.6	7.2	6.1	8.2	7.5	7.1	6.8	6.8
Grey	405	405	491	504	572	507	543	546	542	476	4,991
	5.3	5.3	6.3	6.4	8.2	7.2	7.7	7.7	7.7	6.7	6.8
Haldimand	163	148	155	155	174	139	188	189	182	127	1,620
	6.5	5.8	6.1	6.0	8.2	6.5	8.7	8.8	8.4	5.8	7.0
Halton	105	84	115	131	122	120	116	134	147	132	1,206
	4.5	3.5	4.8	5.4	6.2	6.1	5.8	6.8	7.4	6.6	5.7
Haliburton	32	33	49	45	49	43	42	50	27	41	411
	4.7	4.8	7.1	6.4	7.5	6.5	6.3	7.5	4.0	6.1	6.0
Hastings	427	448	470	498	500	530	509	461	466	448	4,757
	6.8	7.0	7.3	7.5	8.4	8.9	8.5	7.7	7.7	7.4	7.7
Huron	443	380	430	419	457	410	434	428	429	411	4,241
	6.2	5.3	5.9	5.7	7.4	6.6	6.9	6.8	6.8	6.5	6.4
Kent	434	422	469	437	518	513	485	453	403	437	4,571
	6.9	6.7	7.3	6.8	9.0	8.9	8.3	7.8	6.9	7.5	7.6
Lambton	421	398	436	419	432	485	462	479	485	466	4,483
	7.2	6.7	7.3	6.9	7.6	8.5	8.1	8.3	8.4	8.1	7.7
Lanark	221	272	264	279	293	240	263	274	260	260	2,626
	5.5	6.7	6.4	6.7	7.9	6.4	7.0	7.2	6.9	6.8	6.7
Leeds and Grenville	461	402	416	485	460	454	447	452	449	428	4,454
	7.1	6.1	6.3	7.3	7.8	7.6	7.5	7.6	7.5	7.1	7.1
Lennox and Addington	166	183	192	203	227	173	180	186	180	157	1,847
	6.3	6.8	7.1	7.5	9.7	7.3	7.6	7.8	7.6	6.6	7.4
Lincoln	202	164	197	224	175	223	223	232	237	240	2,117
	6.3	5.3	6.0	6.8	5.7	7.2	7.2	7.5	7.6	7.7	6.7
Middlesex	704	615	715	691	659	704	817	804	799	793	7,301
	6.5	5.5	6.4	6.2	7.1	7.5	8.7	8.5	8.5	8.4	7.3
Muskoka	137	108	134	156	159	143	166	183	172	173	1,531
	7.7	6.1	7.4	8.6	7.6	6.7	7.8	8.6	8.1	8.1	7.6
Nipissing	173	167	182	215	271	269	292	259	312	321	2,461
	9.9	13.2	14.2	16.6	10.2	9.9	10.8	9.5	11.5	11.8	11.7
Norfolk	237	204	241	238	204	246	233	213	212	203	2,231
	7.2	6.1	7.1	7.0	7.0	8.3	7.9	7.2	7.2	6.8	7.1
Northumberland and Durham	440	419	412	371	459	399	422	454	453	451	4,280
	5.8	5.5	5.3	4.8	7.4	6.3	6.7	7.2	7.2	7.1	6.3
Ontario	235	257	258	272	249	261	305	290	262	287	2,676
	4.9	5.2	5.2	5.4	6.1	6.4	7.4	7.1	6.4	6.9	6.1
Oxford	342	332	333	382	352	343	367	362	370	303	3,486
	6.4	6.2	6.1	7.0	7.3	7.0	7.5	7.4	7.5	6.1	6.8
Parry Sound	156	121	143	152	185	181	177	156	171	203	1,645
	9.9	7.6	8.9	9.4	7.4	7.2	7.0	6.1	6.7	8.0	7.8
Peel	143	116	112	142	124	129	153	165	144	144	1,372
	5.4	4.3	4.1	5.2	5.8	5.9	7.0	7.6	6.6	6.6	5.8
Perth	307	374	357	362	383	355	385	386	406	402	3,717
	5.6	6.7	6.3	6.4	7.7	7.0	7.6	7.6	8.0	7.9	7.0
Peterborough	230	262	223	258	258	312	330	337	319	323	2,852
	6.1	6.9	5.8	6.6	7.1	8.5	9.0	9.2	8.7	8.8	7.6
Prescott and Russell	293	353	326	392	372	328	375	358	375	326	3,498
	6.5	7.7	7.1	8.4	7.9	6.9	7.8	7.4	7.8	6.7	7.4
Prince Edward	128	123	136	132	120	123	144	124	131	134	1,295
	6.4	6.0	6.6	6.4	6.7	6.8	8.0	6.8	7.2	7.3	6.8
Rainy River	62	102	117	111	119	88	92	111	132	144	1,078
	13.9	22.6	25.7	24.1	7.2	5.3	5.5	6.6	7.9	8.6	12.7
Renfrew	355	342	338	406	346	329	403	400	382	374	3,675
	7.2	6.9	6.7	8.0	6.5	6.2	7.5	7.5	7.1	6.9	7.0
Simcoe	555	544	564	537	638	545	680	660	660	626	6,009
	7.3	7.0	7.2	6.8	7.7	6.6	8.2	7.9	7.9	7.5	7.4
Stormont, Dundas and Glengarry	415	435	463	460	459	426	493	470	485	448	4,554
	5.6	5.8	6.1	6.0	6.7	6.1	7.1	6.6	6.9	6.4	6.3
Thunder Bay	68	73	76	90	90	113	159	198	196	212	1,275
	11.7	12.5	12.8	15.1	7.2	8.9	12.5	15.5	15.4	16.6	12.8
Victoria	225	224	223	244	241	256	224	301	218	237	2,893
	6.4	6.3	6.2	6.7	7.5	7.9	6.9	9.3	6.7	7.0	7.0
Waterloo	344	309	352	402	413	432	454	451	422	418	3,997
	6.4	5.7	6.4	7.2	7.8	8.1	8.5	8.4	7.9	7.8	7.4
Welland	278	258	297	305	357	323	342	354	369	378	3,261
	8.5	7.8	8.9	9.1	11.3	10.1	10.7	11.1	11.5	11.8	10.0
Wellington	377	359	392	446	363	403	451	412	407	392	4,002
	5.9	5.6	6.1	6.8	6.5	7.2	8.0	7.3	7.2	6.9	6.7
Wentworth	549	566	603	572	645	658	725	772	840	850	6,780
	6.5	6.7	7.0	6.6	8.1	8.2	9.0	9.6	10.4	10.5	6.2
York	1,818	2,059	2,243	2,135	2,502	2,703	3,044	3,308	3,531	3,571	26,914
	6.1	6.8	7.3	6.9	9.2	9.8	11.0	12.0	12.8	12.1	5.4
Totals	15,293	15,375	16,514	17,107	18,035	18,072	19,830	19,789	20,426	19,846	180,287
	6.8	6.7	7.1	7.3	8.2	8.2	9.0	8.9	9.2	8.9	8.0

TABLE No. 6.— Showing the Death rate per 1,000 of population in each County of the Province for ten years.

Counties.	1897.	1898.	1899.	1900	1901.	1902.	1903.	1904.	1905.	1906.	Tot. No. and average rate p. county for ten years
Algoma	281	250	288	432	461	631	569	541	620	651	4,724
	15.9	14.0	16.0	23 7	10.4	13.8	12.4	11.8	13.5	14.1	14.5
Brant	471	440	509	435	489	464	442	513	498	455	4,716
	12.2	11.2	12.9	10.9	12.8	12.0	11.5	13.8	12.9	11.7	12.1
Bruce	668	601	713	708	666	621	713	735	742	796	6,963
	9.7	8.6	10.1	10.0	11.3	10.4	12.0	12.3	12.4	13.3	11.0
Carleton	1,676	1,650	1,676	1,745	1,825	1,608	1,700	1,627	1,734	1,719	16,960
	20.3	19.8	19.9	20.5	18.8	16.4	17.4	16.6	17.6	17.2	18.4
Dufferin	199	230	246	257	238	192	242	269	263	287	2,423
	8.4	9.6	10.2	10.5	11.3	9.0	11.1	12.6	12.3	13.4	10.8
Elgin	508	477	492	492	535	469	480	586	489	575	5,103
	11.0	10.2	10.4	10.3	12.2	10.6	10.9	13.3	11.0	13.0	11.2
Essex	756	737	799	749	775	774	767	784	727	893	7,761
	12.9	12.3	12.2	12.3	13.3	13.1	13.0	13.2	12.2	15.0	12.9
Frontenac	692	705	654	705	710	613	724	640	645	691	6,777
	13.8	13.9	12.8	13.6	16.0	13 6	16.1	14.2	14.2	15.3	14.3
Grey	719	754	749	774	861	775	801	880	885	830	8,028
	9.5	9.8	9.7	9.9	12.3	11.0	11.4	11.1	12.5	11.7	10.8
Haldimand	263	248	261	251	261	243	210	266	245	267	2,515
	10.5	9.8	10.2	9.8	12.3	11.3	9.8	12.4	11.4	12.4	10.9
Halton	215	223	256	272	286	238	230	273	264	309	2,566
	9.2	9.4	4.7	11.3	14.6	12.1	11.6	13.8	13.3	15.5	12.1
Haliburton	76	65	71	63	73	67	80	81	74	77	727
	11.2	9.5	10.3	9.0	11.1	10.1	12.1	12.2	11.1	11.5	10.8
Hastings	717	689	715	747	676	691	710	728	730	718	7,121
	11.4	10.8	11.1	11.6	14.4	11.5	11.8	12.1	12.1	11.9	11.8
Huron	747	658	762	726	732	623	691	710	692	743	7,084
	10.5	9.2	10.5	9.9	11.8	10.0	11.1	11.3	11.0	11.7	10.7
Kent	729	731	772	748	768	694	672	742	746	777	7,379
	11.7	11.6	12.1	11 6	13.4	12.0	11.6	12 8	12.8	13.3	12.2
Lambton	634	575	731	706	751	693	695	704	742	782	7,013
	10.8	9.7	12.3	11.7	13.3	12.1	12.1	12.3	12.6	13.6	12 0
Lanark	475	465	462	482	492	439	446	510	516	466	4,753
	11.8	11.4	11.3	11.6	13.2	11.7	11.8	13 5	13.7	12.3	12.2
Leeds and Grenville	813	823	835	809	856	796	897	906	892	843	8,470
	12.5	12.6	12.6	12.1	14.4	13.4	15.1	15.2	14.9	13.2	13.6
Lennox and Addington	331	302	319	287	304	278	268	263	280	305	2,946
	12.6	11.3	11.9	10.6	13.0	11.8	11.4	11.1	12.2	12.8	11 8
Lincoln	462	405	439	461	433	390	390	488	472	492	4,432
	14.4	12.5	13.4	14.0	14.1	12.6	12.6	15.8	15.2	15.8	14.0
Middlesex	1,162	1,099	1,205	1,169	1,254	1,258	1,285	1,427	1,357	1,348	12,564
	10.7	10.0	10.9	10.4	13.5	13.4	13.7	15.2	14.4	14.3	12.6
Muskoka	201	196	233	268	245	238	250	281	334	294	2,540
	11.4	11.0	13.0	14.7	11.7	11.2	11.8	13.2	15.7	13.8	12.7
Nipissing	294	259	340	433	454	437	479	502	640	775	4,613
	23.5	20.5	26.6	33.7	17.0	16.2	17.7	13.4	13.0	28.5	21.0
Norfolk	400	348	399	387	393	393	342	421	366	372	3,821
	12.1	10.4	11.8	11.9	13.4	13.3	11.6	18.6	23.6	12.5	13.9
Northumberland and Durham	868	877	934	870	852	872	856	842	816	813	8,600
	11.6	11.6	12.2	11.9	13.7	13.9	13.7	14.3	12.4	12.9	12.8
Ontario	509	503	507	582	536	524	495	526	499	529	5,210
	10.6	10.3	10.3	11.7	13.3	12.8	12.1	12.9	12.2	12.9	11.9
Oxford	625	615	694	707	669	601	649	714	726	783	6,783
	11.8	11.5	12.8	12.9	13.8	12.3	13.3	14.6	14.8	15.9	13.3
Parry Sound	231	215	261	310	255	286	260	311	299	382	2,810
	14.7	13.6	16.3	19.2	10.2	11.3	10.3	12.6	13.4	5 1	12.6
Peel	240	245	292	261	283	235	268	288	306	261	2,679
	9.1	9.2	10.8	9.6	13.2	10.8	12.3	12.3	11.8	11.9	11.1
Perth	524	601	533	590	608	554	620	550	526	570	5,676
	9.5	10.8	9.5	10.4	12.2	10.0	12.3	13.2	14.0	11.2	11.3
Peterborough	451	481	516	479	460	518	539	552	489	518	5,003
	12.0	12.7	13.3	12.4	12 8	14.2	14.8	18.9	10.4	14.1	13.5
Prescott and Russell	762	623	705	747	857	662	784	704	758	713	7,315
	16.9	13.6	15.3	16.1	18 0	13.8	16.4	15.6	13.4	14.8	15.3
Prince Edward	249	224	249	249	277	248	239	231	243	244	2,453
	12.4	11.0	12.1	12.0	15.5	13.7	13.2	14.7	15.8	13.4	13.3
Rainy River	148	119	154	210	152	142	131	180	187	306	1,729
	33.1	26.1	34.8	45.6	9.3	8.5	7.9	10.8	11.2	18.3	20.4
Renfrew	635	490	516	572	646	594	639	644	726	673	6,135
	13.0	9.9	10.3	11.3	12.2	11.1	12.0	12.1	13.6	12.5	11.8
Simcoe	894	872	945	1,021	927	943	1,034	1,057	1,118	1,252	10,063
	11.7	11.3	12.1	13.0	11.2	11.3	12.4	12.7	13.4	15.0	12.4
Stormont, Dundas and Glengarry	942	847	906	835	880	795	794	952	912	901	8,764
	12.7	11.3	11.9	10.9	12.8	11.4	11.4	13.6	13.0	12.8	12.1
Thunder Bay	118	96	128	180	141	213	253	329	267	564	2,289
	20.4	16.4	21.7	30.2	11.5	16.8	20.0	25.0	21.0	44.3	22.7
Victoria	380	385	372	423	393	383	403	391	393	372	3,895
	10.8	10.8	10.4	11.7	12.3	11.9	12.5	12.1	12.1	11.4	11 6
Waterloo	555	554	613	664	619	531	599	613	635	682	6,095
	10.9	10.2	11.2	12.0	11.8	10.0	11.3	11.5	11.9	12.7	11.3
Welland	469	425	435	408	432	402	451	502	499	484	4,507
	14.4	12.9	13.1	11.8	13.7	12.6	14.1	15.7	15.6	15.1	13.9
Wellington	626	593	705	695	677	618	708	755	701	746	6,824
	9.9	9.3	10.9	10.6	12.2	10.0	12.6	13.4	12.4	13.2	11.4
Wentworth	1,017	1,104	1,099	1,126	1,167	1,103	1,172	1,341	1,318	1,388	11,835
	12.1	13.0	12.8	13.0	14.7	13.7	14.6	16 7	16.4	17.2	14.4
York	3,871	3,571	4,117	4,459	4,239	4,015	4,687	4,931	4,993	5,136	44,019
	12.9	11.8	13.5	14.5	15.6	14.5	17.0	17.9	18.1	14.9	15.0
Totals	27,633	26,370	28,607	29,494	29,608	27,864	29,664	31,290	31,371	32,782	294,683
	12.2	11.5	12.4	12.6	13.6	12.6	13.4	14.1	14 2	14.8	13.1

TABLE No. 7.

Recapitulation by Classes of Diseases by Counties in 1906—(Including Cities and Towns).

Causes of Deaths.	Sex.			Ages.																		Months.												
				Under 5.					5-9.	10-14.	15-19.	20-24.	25-29.	30-34.	35-39.	40-44.	45-49.	50-59.	60-69.	70-79.	80 and over.	Not given.	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Totals.
	Male.	Female.	Not stated.	0.1	1	2	3	4																											
I. Communicable (Epidemic) diseases....	1,096	825	1	300	139	81	98	66	166	79	132	178	173	100	75	56	44	66	57	53	38	21	163	145	179	140	121	100	94	126	190	289	207	168	1,922
II. Other general diseases	2,589	2,776	....	297	87	38	18	24	61	116	291	446	429	424	362	337	354	673	710	478	185	35	438	402	500	489	488	432	415	464	438	432	406	461	5,365
III. Diseases of nervous system and organs of sense.....	1,902	1,638	1	551	164	64	36	35	79	69	82	73	67	66	79	99	111	330	548	701	366	21	296	277	316	322	319	276	252	306	310	354	224	289	3,541
IV. Diseases of circulatory system.....	1,152	1,022	....	15	5	4	4	1	25	36	28	40	61	60	65	92	123	290	499	562	247	17	188	197	220	202	203	166	164	137	169	169	174	185	2,174
V. Diseases of the respiratory system...	1 785	1,591	....	625	213	88	51	24	88	40	83	98	93	98	112	97	102	242	119	532	350	21	349	339	474	427	357	237	154	117	155	203	254	310	3,376
VI. Diseases of the digestive system	1,908	1,666	1	1,678	133	39	29	32	77	87	98	406	71	72	70	65	95	215	251	277	162	15	166	141	156	160	147	164	358	739	765	436	168	175	3,575
VII. Diseases of the genito-urinary system..	763	471	....	34	8	7	6	3	8	11	14	44	45	46	62	61	56	143	270	281	125	7	101	100	99	122	110	94	95	111	84	110	110	98	1,234
VIII. Puerperal diseases...	.....	175	....	.....	.....	.....	.....	.....	.....	.....	10	29	46	37	33	9	5	.....	.....	.....	.....	6	20	14	25	24	16	21	11	8	10	9	10	7	175
IX. Diseases of the skin and adnexa.....	131	126	....	23	5	4	1	....	1	...	3	6	7	6	8	8	7	16	36	63	63	...	34	18	31	30	18	15	17	13	11	14	31	25	257
X. Diseases of the locomotor system	13	18	...	2	6	3	....	....	2	4	...	3	2	1	...	1	...	...	3	4	.....	...	2	4	6	4	2	2	....	3	1	2	....	5	31
XI. Malformations, diseases of infancy, diseases of old age.	4,213	3,540	99	4,769	18	2	...	....	...	...	...	...	...	...	...	...	...	...	115	984	1,957	7	653	625	703	713	650	616	610	649	673	688	608	664	7,852
XII. Suicide	81	40	....	.....	.....	.....	.....	.....	.....	.....	7	11	12	13	9	13	13	14	15	7	4	3	9	10	15	7	9	10	10	13	11	13	9	7	121
XIII. Accidents.....	1,249	332	1	40	24	39	21	16	71	76	101	183	143	111	77	96	96	149	128	93	77	41	101	82	103	103	125	150	170	184	151	141	132	138	1,582
XIV. Ill-defined causes ...	773	801	3	71	26	7	5	9	21	19	27	37	53	56	47	75	96	244	330	288	132	34	135	115	134	137	125	124	127	126	128	154	147	125	1,577
Totals.....	17,655	15,021	106	8,405	828	376	269	210	599	537	876	1,254	1,265	1,030	999	1,012	1,102	2,382	3,381	4,323	3,706	228	2,655	2,469	2,961	2,880	2,690	2,407	2,477	2,996	3,096	3,014	2,480	2,657	32,782

TABLE NO. 8.

Recapitulation by Classes of Diseases by Cities, 1906.

General Diseases.	Sex.			Ages.																		Months.												Totals.
	Male.	Female.	Not stated.	Under 5.					5-9.	10-14.	15-19.	20-24.	25-29.	30-34.	35-39.	40-44.	45-49.	50-59	60-69.	70-79.	80 and over.	Not given.	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	
				0.1	1.	2.	3.	4.																											
I. Communicable (Epidemic) diseases.....	252	196	1	63	46	34	24	20	42	12	22	33	43	26	22	11	10	16	9	10	7	1	39	29	38	33	31	21	25	37	37	48	61	50	449
II. Other general diseases.	771	847	...	139	31	14	5	8	16	28	85	130	133	136	94	99	114	212	214	117	38	5	125	121	125	146	156	132	136	151	111	132	133	150	1618
III. Diseases of nervous system and organs of sense.....	545	488	...	181	55	17	11	14	22	23	21	22	24	16	22	32	43	103	162	168	91	6	82	85	79	102	90	74	75	86	89	104	68	99	1033
IV. Diseases of circulatory system...	393	364	..	5	1	2	1	1	10	13	7	17	24	25	26	39	52	112	182	162	65	13	59	65	81	75	67	73	47	49	53	62	56	70	757
V. Diseases of the respiratory system.....	514	434	...	199	61	26	12	7	27	10	20	27	23	27	39	37	37	84	115	127	58	12	97	74	118	143	100	71	44	40	47	49	67	98	948
VI. Diseases of the digestive system.....	575	506	...	535	49	11	6	4	22	23	39	38	20	23	18	22	32	73	67	65	30	4	47	47	48	41	54	57	155	250	159	113	54	56	1081
VII. Diseases of the genito-urinary system.....	266	160	...	14	4	1	2	1	2	4	5	12	20	18	17	25	23	68	91	81	35	3	39	40	43	43	39	21	34	34	31	30	40	32	426
VIII. Puerperal diseases....	....	38	...	....	....	....	....	....	....	....	3	7	14	6	4	3	...	....	....	..	...	1	5	1	6	4	2	5	4	2	.. .	5	2	2	38
IX. Diseases of the skin and adnexa	26	28	...	1	1	....	....	....	....	....	2	1	1	2	2	4	1	6	7	11	15	...	8	1	7	9	3	2	3	4	2	3	7	5	54
X. Diseases of the locomotor system.....	7	6	...	3	5	1	....	....	1	....	....	....	....	....	....	....	....	....	....	1	2	..	1	....	4	3	....	....	....	2	1	1	...	1	13
XI. Malformations, diseases of infancy, diseases of old age.....	1118	969	43	1520	3	....	....	....	....	..	....	....	....	....	....	....	....	....	25	201	379	2	178	161	181	180	161	181	181	165	189	187	181	185	2130
XII. Suicide.....	17	15	..	....	....	....	....	....	....	....	2	2	7	2	3	6	1	1	6	...	1	1	3	2	3	4	1	3	2	2	4	4	2	2	32
XIII. Accident	268	113	...	11	2	8	2	6	20	12	19	41	40	23	18	27	29	42	39	17	19	6	27	18	25	25	25	33	49	40	33	37	32	37	381
XIV. Ill-defined causes.....	145	187	..	15	3	1	2	2	3	3	8	10	12	16	13	19	24	76	69	37	12	7	36	25	23	22	24	32	24	29	20	33	38	26	332
Total.....	4,897	4,351	44	2,666	261	115	65	63	163	128	233	340	361	320	278	324	366	793	986	997	752	61	746	669	781	830	753	705	779	891	776	808	741	813	9,292

TABLE No. 9.

Recapitulation by Classes of Diseases by Towns, of over 5,000 population, 1906.

Cause of Death.	Sex.			Ages.																		Months.												Totals.
	Male.	Female.	Not stated.	Under 5.					5-9.	10-14.	15-19.	20-24.	25-29.	30-34.	35-39.	40-44.	45-49.	50-59.	60-69.	70-79.	80 and over.	Not given.	Jan.	Feb.	March.	April.	May.	June.	July.	August.	Sept.	Oct.	Nov.	Dec.	
				0.	1.	1.	2.	3.	4.																											
I. Communicable (Epidemic) Diseases	97	44	....	6	10	6	11	7	12	2	9	21	23	13	4	5	3	4	2	2	..	1	10	9	7	4	5	7	9	15	13	26	23	13	141
II. Other General Diseases	112	129	....	10	6	3	2	1	1	3	14	23	24	16	13	19	20	30	34	14	6	2	17	20	26	22	11	13	17	17	20	26	27	25	241
III. Diseases of Nervous System and Organs of Sense	97	92	....	38	13	4	3	2	11	2	9	7	6	3	5	2	8	12	24	27	11	2	18	14	23	18	16	11	12	20	7	26	10	14	189
IV Diseases of Circulatory System	63	50	...	....	..	1	..	..	4	2	3	5	4	5	3	4	9	16	26	23	8	..	8	8	8	12	6	11	4	11	10	12	11	12	113
V. Diseases of the Respiratory System	82	72	....	27	13	4	5	..	5	1	4	5	6	5	5	2	8	11	17	21	12	3	13	20	28	13	16	12	5	3	5	14	13	14	154
VI. Diseases of the Digestive System	98	89	....	92	6	..	..	4	2	10	5	7	7	10	2	2	7	12	12	6	2	1	7	11	6	10	7	5	18	45	46	18	6	8	187
VII. Diseases of the Genito-urinary System	29	23	....	..	..	1	1	..	..	1	..	2	3	2	4	4	2	6	16	8	2	..	1	2	6	5	6	9	2	2	6	6	4	3	52
VIII. Puerperal Diseases	....	6	...	..	..	..	..	..	..	..	..	3	..	..	3	..	..	..	..	..	..	..	1	1	....	....	....	....	1	1	....	...	2	....	6
IX. Diseases of the Skin and Cellular Tissue	4	2	...	1	..	..	..	..	..	..	..	..	..	..	1	..	1	..	1	2	..	..	..	..	2	....	....	1	1	....	1	1	....	....	6
X. Diseases of the Locomotor System	1	1	....	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	1	1	....	....	....	....	....	....	....	....	....	2
XI. Malformations, Diseases of Infancy, and of Old Age	180	172	1	240	..	..	..	..	..	..	..	..	..	..	..	..	..	..	10	26	77	1	31	33	29	30	25	29	21	33	36	36	23	28	354
XII. Suicide	2	1	....	..	..	..	..	..	..	..	..	1	..	..	2	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	2	..	..	3
XIII. Accident	113	12	....	3	..	2	..	..	3	2	9	13	16	17	16	12	8	6	7	6	1	4	12	6	7	10	11	6	9	16	10	10	11	17	125
XIV. Ill-defined causes	27	17	....	1	..	..	..	..	..	..	1	..	2	3	1	3	2	7	8	11	5	..	3	4	5	1	1	7	5	2	6	2	5	3	44
Grand Totals	908	710	1	418	46	22	22	14	38	23	54	87	91	74	59	53	68	104	157	147	124	14	121	128	148	126	105	111	104	165	160	179	135	135	1,617

TABLE

Total Deaths by Individual

	General Diseases.	Number.	Algoma.	Brant.	Bruce.	Carleton.	Dufferin.	Elgin.	Essex.	Frontenac.	Grey.	Haldimand.	Haliburton.	Halton.	Hastings.
Communicable (Epidemic) Diseases.	Typhoid Fever	1	33	12	15	34	13	15	21	12	15	11	....	1	16
	Smallpox	2	....	....	....	....	....	....	....	....	....	....	....	....	1
	Measles	3	3	3	....	11	3	....	6	....	1	....	2	4	2
	Scarlet Fever	4	....	....	3	1	4	....	....	1	3	1	....	1	....
	Whooping Cough	5	5	5	5	19	2	1	29	....	4	1	4	3	2
	Diphtheria and Croup	6	12	4	7	28	1	3	25	4	14	....	2	1	16
	Influenza	7	3	1	10	2	1	7	3	5	5	2	1	....	2
	Other Epidemic Diseases	8	1	....	....	2	....	....	....	....	1	....	....	....	....
Other General Diseases.	Pyaemia and Septicæmia	1	2	3	7	9	1	6	5	2	3	2	....	3	6
	Malarial Fever	2	....	....	1	....	....	....	....	....	2	....	....	....	....
	Tuberculosis and Scrofula	3	70	50	48	158	13	38	81	59	80	12	4	29	83
	Anaemia	4	2	5	17	15	1	6	4	8	7	1	....	7	2
	Syphilis	5	....	....	....	9	....	....	1	....	....	....	....	....	....
	Cancer	6	17	13	32	66	16	40	36	32	48	14	4	13	35
	Rheumatism and Gout	7	3	2	1	6	6	3	2	4	4	1	1	2	1
	Diabetes	8	2	7	6	7	4	4	7	8	8	5	....	....	3
	Other General Diseases	9	1	....	1	4	....	1	....	....	4	....	1	....	2
	Alcoholism, Acute and Chronic	10	....	....	....	1	....	1	1	....	1	....	....	....	1
Diseases of Nervous System and Organs of Sense.	Encephalitis	1	2	....	1	2	....	2	....	1	2	....	1	....	1
	Meningitis	2	11	5	10	21	5	3	24	17	15	3	....	5	7
	Congestion and Hemorrhage of the Brain	3	9	22	22	56	3	16	25	12	25	14	....	17	20
	Softening of the Brain	4	....	2	1	....	....	2	....	....	1	....	....	2	1
	Paralysis without specified cause	5	3	8	25	40	13	32	10	28	21	11	4	8	20
	Insanity	6	1	1	....	2	....	....	1	8	....	1	....	....	....
	Epilepsy	7	....	1	2	8	....	1	2	1	1	4	....	2	1
	Convulsions (not puerperal)	8	3	4	9	28	4	10	8	10	12	5	....	7	10
	Tetanus	9	2	..	3	....	....	....	....	....	....	....	....	1	....
	Other Nervous Diseases	10	4	9	16	11	....	9	7	9	5	3	2	....	11
Diseases of Circulatory System.	Pericarditis	1	1	1	....	....	2	....	....	....	1	....	....	....	....
	Endocarditis	2	2	1	3	26	2	....	3	1	6	....	....	....	....
	Organic Heart Diseases	3	8	30	29	67	17	32	42	33	55	16	....	20	46
	Angina Pectoris	4	....	....	....	2	3	1	....	2	5	....	....	....	1
	Dis. of the Arteries, Atheroma, Aneurism, etc.	5	....	....	3	12	3	4	11	2	4	1	....	....	....
	Other Diseases of the Circulatory	6	..	1	3	6	...	....	....	1	3	1	1	1	1
Diseases of the Respiratory System.	Acute Bronchitis	1	6	2	1	16	2	1	4	6	17	2	....	2	4
	Chronic Bronchitis	2	1	4	3	17	4	2	9	3	6	1	....	3	4
	Broncho-pneumonia	3	4	6	7	24	6	1	7	1	11	2	....	5	4
	Pneumonia	4	38	18	50	87	11	27	73	44	39	22	4	28	64
	Pleurisy	5	2	....	3	....	1	2	4	7	2	....	....	1	1
	Congestion of the Lungs (inc. pulm. apop.)	6	2	2	7	7	2	1	2	2	7	1	....	4	5
	Asthma and Emphysema	7	3	2	3	9	2	6	2	5	4	1	....	1	....
	Other Diseases of the Respiratory System	8	5	....	7	9	3	3	....	2	3	3	....	1	4
Diseases of the Digestive System.	Ulcer of the Stomach	1	....	....	....	....	....	....	1	....	2	2	....	....	3
	Other Dis. of the Stomach (Cancer excepted)	2	9	16	11	22	2	8	6	2	6	2	1	3	2
	Infantile "Diarrhœa and Gastro-enteritis ("Cholera Infantum")	3	35	20	34	113	11	28	64	24	33	21	1	18	35
	Diarrhœa and Enteritis (not infantile)	4	4	....	13	6	3	4	11	5	7	2	....	2	5
	Dysentery	5	3	2	16	3	1	5	5	1	1	....	....	....	2
	Hernia and Intestinal obstructions	6	1	6	6	24	4	3	2	5	7	1	....	1	9
	Other Diseases of the Intestines	7	....	1	6	6	1	1	1	1	4	1	....	1	4
	Diseases of the Liver	8	6	6	5	16	....	8	10	6	7	3	....	1	3
	Peritonitis (not puerperal)	9	5	4	10	24	3	9	5	4	6	2	1	2	7
	Iliac abscess (typhlitis, peri-typhlitis, appendicitis)	10	7	3	7	9	2	5	5	5	5	1	1	1	2
Diseases of the Genito-urinary System.	Acute Nephritis	1	1	....	1	5	6	....	....	....	....	....	....	4	2
	Bright's Disease	2	5	9	20	46	8	10	31	22	19	10	4	8	14
	Other Diseases of the Kidneys and Adnexa	3	4	1	4	1	3	9	....	2	8	....	....	....	4
	Vesical Calculi	4	....	....	....	....	....	....	....	....	....	....	....	....	....
	Diseases of the Bladder	5	3	2	1	2	....	1	3	4	4	4	4	1	2
	Diseases of the Male Genital Organs	6	....	1	....	1	....	....	....	....	4	....	....	....	3
	Metritis	7	....	....	....	....	....	....	....	....	....	1	....	....	....
	Other Diseases of the Uterus	8	....	....	....	1	....	....	1	....	....	....	....	....	2
	Ovarian Cysts and other Ovarian Tumors	9	....	....	....	1	....	....	....	....	....	....	....	....	1
	Other Diseases of the Female Genital Organs	10	1	....	1	3	....	....	....	....	....	....	....	....	....

NO. 10.

Diseases by Counties in 1906.

Huron.	Kent.	Lambton.	Lanark.	Leeds and Grenville.	Lennox and Addington.	Lincoln.	Middlesex.	Muskoka.	Nipissing.	Norfolk.	Northumberland and Durham.	Ontario.	Oxford.	Parry Sound.	Peel.	Perth.	Peterboro'.	Prescott and Russell.	Prince Edward.	Rainy River.	Renfrew.	Simcoe.	Stormont, Dundas and Glengarry.	Thunder Bay.	Victoria.	Waterloo.	Welland.	Wellington.	Wentworth.	York.	Total.	Numbers.
14	15	18	9	16	5	7	24	1	81	8	12	13	16	32	2	7	5	10	2	33	34	32	13	125	5	19	10	11	27	87	891	1
....	1	....	..	....	..	..	....	..	....	..	....	1	..	1	..	....	....	....	..	..	..	....	....	....	....	....	....	....	....	....	4	2
1	2	....	..	....	1	..	10	..	24	..	....	..	2	4	4	1	1	2	..	2	6	5	8	....	..	1	..	....	4	15	128	3
....	....	1	1	2	..	..	1	..	6	..	1	..	..	4	1	..	1	....	2	..	3	1	....	....	2	2	1	2	3	16	64	4
....	4	6	1	3	3	7	4	7	18	..	4	2	4	6	2	3	5	9	..	8	3	6	18	1	3	4	4	16	....	9	240	5
2	7	1	1	8	..	2	15	4	8	3	1	8	2	2	1	5	8	6	..	14	27	18	6	22	3	23	2	4	30	73	423	6
8	5	5	3	3	1	1	6	1	2	4	7	1	5	..	1	3	4	6	1	1	2	6	7	....	..	2	..	9	1	13	150	7
....	1	....	..	....	..	..	....	..	1	..	....	..	..	..	..	1	..	1	..	..	..	1	....	2	2	2	2	....	3	2	22	8
3	4	2	1	5	1	3	11	1	6	2	3	2	4	2	2	3	6	7	3	..	9	10	11	2	2	4	3	6	7	28	202	1
....	....	....	....	....	....	....	....	....	....	1	....	1	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	5	2
49	96	78	48	109	26	46	145	24	41	29	57	43	47	24	21	38	51	75	16	14	52	109	85	34	23	35	34	52	132	553	2911	3
10	6	7	5	18	3	4	9	..	4	5	22	6	14	4	1	11	7	2	..	1	4	18	7	3	3	7	5	5	8	49	323	4
1	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	1	..	....	2	13	27	5
41	43	41	24	33	10	26	77	12	3	16	26	23	36	7	17	32	15	23	17	10	19	36	46	1	21	27	20	42	62	239	1411	6
1	1	2	..	6	1	1	4	2	2	2	1	5	10	1	3	3	2	3	..	..	2	6	3	....	..	4	2	1	3	23	130	7
9	5	10	2	5	..	3	11	1	2	4	6	4	6	1	1	6	3	4	1	1	5	7	4	....	4	4	5	4	12	30	221	8
2	4	8	3	10	..	3	3	1	1	3	6	2	2	..	3	1	2	..	..	..	2	3	1	....	3	3	..	....	2	11	93	9
....	....	2	..	1	..	..	....	..	5	..	....	..	..	..	..	..	..	1	1	..	1	....	6	..	..	2	2	1	15	42	10
....	5	1	1	1	..	..	2	..	4	1	2	..	..	..	..	..	2	7	..	..	1	3	7	1	4	2	1	....	2	3	62	1
7	12	10	5	20	6	4	16	4	10	3	7	4	3	7	6	9	9	4	1	5	9	21	7	5	3	12	8	11	24	125	503	2
30	35	38	13	22	5	18	45	4	10	23	48	23	17	10	9	16	16	9	6	.	5	32	25	4	7	32	11	25	58	180	1017	3
1	1	1	..	4	..	2	7	..	..	2	2	1	..	..	..	..	..	..	..	..	..	2	2	....	1	4	..	1	4	9	53	4
24	25	27	19	36	16	15	54	4	3	12	28	11	28	3	10	9	13	19	7	2	14	30	32	2	12	23	20	24	36	107	888	5
1	2	....	..	5	..	..	9	2	..	1	1	2	..	1	..	3	2	....	..	..	..	1	1	....	..	..	..	4	17	12	78	6
4	2	5	1	2	..	2	6	..	..	1	2	3	2	1	1	2	5	2	3	..	1	11	7	1	3	....	..	2	4	12	108	7
6	4	4	4	10	5	8	23	5	7	4	10	4	10	6	3	10	4	7	3	4	23	18	9	10	..	13	7	9	18	98	456	8
....	....	2	..	..	..	1	1	..	..	..	..	..	..	..	..	..	..	..	1	..	..	....	1	....	..	1	1	....	2	6	22	9
12	8	5	3	10	3	3	11	4	1	4	8	11	19	3	1	6	1	1	2	1	8	17	4	4	11	14	1	10	13	69	354	10
....	....	....	....	1	..	1	1	..	..	..	....	..	..	..	..	..	..	....	..	..	..	....	....	....	....	..	1	....	1	2	12	1
....	1	4	1	6	..	1	5	..	3	..	1	2	2	2	..	4	3	4	..	..	..	10	....	....	2	3	1	3	2	23	127	2
34	46	26	20	34	20	25	64	12	25	17	56	25	48	15	18	25	34	25	8	7	19	49	34	11	19	30	27	52	81	386	1687	3
5	2	2	..	4	..	1	1	..	..	2	....	..	2	..	1	1	1	1	1	..	..	1	....	....	..	2	..	2	10	11	64	4
5	4	5	3	6	..	..	15	2	..	5	4	5	1	1	2	3	2	1	..	..	..	4	4	....	1	5	..	3	5	48	174	5
6	7	6	1	3	1	..	8	2	1	2	1	5	..	1	..	6	..	1	2	2	4	6	4	2	..	2	..	6	5	8	110	6
5	2	3	1	2	3	6	13	6	11	1	3	1	1	5	3	7	12	3	..	4	16	19	4	3	3	10	10	8	21	55	304	1
2	5	7	3	1	1	1	4	3	5	6	4	7	10	3	..	6	5	2	..	1	2	6	5	....	3	3	2	2	4	35	195	2
11	4	4	4	....	3	4	16	6	2	3	2	5	10	6	2	3	4	1	..	1	2	14	7	4	2	5	4	5	17	84	313	3
57	31	60	34	74	29	49	69	18	51	23	50	37	72	24	25	37	34	36	18	21	41	65	77	46	19	34	29	69	113	261	2108	4
4	3	2	1	1	1	1	4	2	2	..	1	..	1	1	1	1	3	3	1	2	5	4	....	....	..	1	1	1	2	26	98	5
3	2	1	2	3	..	..	1	..	1	2	3	4	4	2	1	4	3	3	..	..	1	8	4	1	2	6	4	6	6	27	146	6
1	....	1	3	3	1	1	3	2	..	2	3	1	2	2	..	1	..	5	1	1	3	2	1	....	2	4	1	....	8	16	108	7
....	5	3	2	4	..	2	3	1	1	1	2	5	2	1	..	3	2	1	..	1	2	....	1	....	1	3	2	1	5	10	104	8
....	2	....	1	....	..	1	....	1	..	..	1	2	..	1	..	..	3	....	..	..	..	3	1	1	..	2	..	3	4	6	42	1
8	6	11	6	7	5	7	4	5	2	5	6	7	7	..	3	6	4	2	4	3	3	8	10	1	5	5	4	3	7	38	282	2
31	35	34	13	31	5	18	47	20	58	13	29	30	16	28	10	16	23	57	6	13	34	71	36	80	8	32	21	24	60	337	1673	3
10	5	5	13	8	6	11	12	6	2	5	8	5	11	6	1	11	6	8	1	3	6	14	6	2	1	1	..	4	13	30	282	4
10	5	4	5	2	1	1	1	1	3	..	4	5	5	2	2	1	2	....	1	2	2	3	1	....	..	3	1	2	2	10	120	5
4	9	7	2	7	..	4	11	3	3	3	8	1	8	1	1	3	6	....	2	1	1	10	9	2	2	8	3	14	10	41	253	6
2	6	2	1	6	2	..	3	1	6	2	4	6	7	..	2	1	..	3	1	..	..	6	6	....	1	..	5	....	4	3	107	7
10	5	3	4	5	1	8	14	3	1	5	6	6	8	1	6	5	4	4	3	1	6	12	5	3	4	7	6	7	19	41	284	8
4	8	2	4	4	5	2	5	7	5	1	2	5	9	2	2	8	5	5	1	2	5	7	7	5	6	3	2	3	14	53	275	9
4	6	13	2	5	6	3	13	1	3	2	3	2	6	3	3	7	6	7	1	..	5	19	14	2	3	8	4	12	10	31	257	10
....	1	1	....	....	....	1	3	1	....	....	....	....	....	....	....	....	1	....	....	....	....	1	....	....	....	....	1	1	....	....	10	40	1
19	17	22	5	24	16	17	50	7	8	12	25	11	29	3	5	14	12	2	8	2	9	30	22	6	12	21	21	22	43	155	855	2
6	5	3	2	3	4	1	10	..	1	1	....	..	5	..	..	1	..	5	1	..	7	9	6	....	1	2	..	4	....	8	151	3
....	....	....	....	....	....	....	1	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	3	4	4
3	7	....	2	3	1	3	6	..	1	3	4	7	7	..	..	2	1	1	3	2	1	4	1	1	1	4	3	3	4	22	131	5
4	....	3	..	....	....	....	1	..	1	..	1	..	1	....	....	....	....	1	....	....	....	1	....	....	....	....	....	....	1	12	35	6
....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	3	4	7
2	1	....	..	2	....	..	1	..	1	..	3	1	....	..	..	1	....	....	1	....	....	....	1	....	..	2	..	1	....	5	26	8
2	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	1	....	....	....	....	....	....	....	....	1	....	....	....	....	1	7	9
....	....	....	....	....	....	....	1	....	1	....	1	....	1	....	....	....	....	....	....	....	....	....	1	1	1	..	....	....	....	....	11	10

TABLE

Deaths by Individua

	General Diseases.	Number.	Algoma.	Brant.	Bruce.	Carleton.	Dufferin.	Elgin.	Essex.	Frontenac.	Grey.	Haldimand.	Halliburton.	Halton.	Hastings.
Puerp'ral Diseases.	Puerperal Septicæmia	1	....	....	5	5	....	....	....	1	....	1	....	1	....
	Puerperal Albuminuria and Convulsions	2	1	....	1	2	....	....	3	1	2	....	....	....	2
	Other Accidents of Pregnancy, sudden death	3	7	1	....	2	3	2	1	1	4	1	1	....	3
Dis. of Skin.	Erysipelas	1	2	....	....	3	....	1	....	3	2	....	....	....	....
	Other Diseases of the Skin and its adnexa (Cancer excepted)	2	4	4	11	9	1	4	3	4	2	....	....	5	4
Dis. Locom't'n	Pott's Disease	1	....	....	....	....	....	....	....	....	....	....	....	....	....
	Diseases of Bones and Joints	2	....	....	1	9	....	....	....	....	1	....	....	....	1
Mal-formations.	Still-Births	1	30	30	30	101	19	7	46	31	28	5	3	6	30
	Congenital Debility and malformations	2	65	29	66	198	21	31	83	48	63	13	6	20	36
	Other Diseases of Infancy	3	30	6	2	28	2	5	5	4	11	....	3	10	8
	Senile Decay	4	34	41	102	115	27	82	79	106	97	35	13	34	89
Suicide.	Poison	1	....	3	....	1	....	....	....	....	....	....	....	....	....
	Strangulation	2	....	....	1	....	1	....	1	3	1	..	....	....	....
	Gas Poisoning	3	....	....	....	....	....	....	....	....	....	....	....	....	....
	Drowning	4	....	1	1	....	....	....	....	....	....	....	....	....	....
	Firearms	5	1	....	....	....	....	1	2	1	1	....	....	....	....
	Not Stated	6	1	....	1	....	....	....	1	....	2	....	....	....	....
	Sharp Instruments	7	....	1	....	....	....	....	....	1	....	....	....	1	....
Accidents.	Fractures and Dislocations	1	5	4	2	12	2	5	9	3	7	2	....	1	8
	Gunshot	2	6	3	....	4	....	....	1	4	1	....	1	....	....
	Lightning	3	1	....	....	....	....	....	....	....	1	....	....	....	1
	Drowning	4	18	....	3	6	1	5	6	10	4	3	....	2	7
	Electric Cars	5	....	....	....	2	....	....	....	....	....	....	....	....	....
	Explosions	6	2	....	2	1	....	....	....	....	....	....	....	....	2
	Railways	7	5	4	....	6	3	19	8	3	4	1	....	2	4
	Burns and Scalds	8	4	....	1	12	....	1	1	1	4	....	....	1	....
	Homicide	9	....	....	....	....	....	1	....	1	....	....	....	....	1
	Other Accidents	10	26	3	17	12	5	6	13	14	12	2	....	1	10
	Asphyxiation	11	....	....	....	3	....	....	....	....	....	....	....	....	1
Ill-Defined Causes.	Dropsy	1	6	6	8	8	1	8	6	9	12	3	....	....	11
	Tumors	2	3	2	1	3	4	....	2	6	3	1	....	....	1
	Other Ill-Defined Causes	3	24	5	5	34	2	7	16	10	4	3	3	2	7
	Heart Failure	4	31	17	40	38	3	19	7	15	6	6	4	9	15
	Totals		651	455	796	1,719	287	575	893	691	830	267	77	309	718

NO. 10.—*Continued.*

Diseases by Counties in 1906.—*Continued.*

Huron.	Kent.	Lambton.	Lanark.	Leeds and Grenville.	Lennox and Addington.	Lincoln.	Middlesex.	Muskoka.	Nipissing.	Norfolk.	Northumberland and Durham.	Ontario.	Oxford.	Parry Sound.	Peel.	Perth.	Peterboro'.	Prescott and Russell.	Prince Edward	Rainy River.	Renfrew.	Simcoe.	Stormont, Dundas and Glengarry.	Thunder Bay.	Victoria.	Waterloo.	Welland.	Wellington.	Wentworth.	York.	Total.	Numbers.
....	2	1	1	....	1	1	....	1	1	..	2	..	2	4	..	..	..	2	..	1	2	4	2	1	2	..	1	....	....	9	53	1
3	....	3	..	1	..	..	1	..	2	2	2	1	1	..	1	1	..	....	1	1	2	1	2	....	1	..	..	....	....	9	47	2
1	4	2	2	....	1	..	5	1	..	..	1	..	..	..	..	1	..	5	..	..	5	5	....	....	3	..	1	2	1	9	75	3
1	....	3	3	1	..	..	3	2	..	1	....	..	2	..	2	..	2	1	..	..	2	4	1	3	..	4	..	....	....	9	55	1
8	4	10	3	1	1	9	9	1	7	8	14	5	8	1	..	6	2	3	3	..	..	9	8	2	2	..	1	6	7	13	202	2
....	....	....	..	1	..	..	....	....	..	..	....	..	..	..	..	..	..	....	..	..	..	1	....	....	....	..	..	1	1	....	4	1
....	....	2	..	1	..	..	....	..	..	1	2	..	1	..	..	1	..	....	..	..	1	....	1	1	..	2	1	....	....	1	27	2
33	36	33	22	32	3	20	81	20	42	13	26	16	22	18	5	17	18	35	7	6	31	63	31	14	28	21	19	28	94	338	1538	1
52	56	68	27	50	18	43	70	30	98	17	50	38	57	39	16	45	52	165	21	27	65	124	63	60	34	32	30	53	118	427	2775	2
5	10	9	3	5	1	11	16	4	28	3	17	10	7	7	2	35	10	14	5	4	7	10	15	2	6	5	4	14	24	69	476	3
115	58	65	53	88	56	50	151	16	15	38	107	43	82	15	33	61	49	46	50	13	73	142	118	8	41	58	51	88	101	325	3063	4
1	....	....	..	1	..	..	....	..	..	..	1	2	2	..	..	..	..	1	..	..	..	....	....	....	..	..	..	1	5	6	24	1
1	3	....	1	1	..	..	1	.	1	..	....	..	..	..	..	1	..	1	1	..	..	....	1	....	..	1	2	....	....	3	25	2
....	....	....	..	....	..	..	....	..	..	..	....	..	..	..	..	..	..	....	..	..	..	....	....	....	..	..	..	....	....	1	1	3
...	1	1	1	....	..	..	2	..	..	..	....	1	..	..	..	..	4	....	..	..	..	....	....	1	1	..	..	1	....	1	16	4
....	....	....	..	....	..	..	....	..	2	..	....	..	..	..	1	1	..	....	..	..	..	....	....	1	..	1	..	....	....	4	17	5
2	1	2	..	1	..	..	1	..	..	..	....	1	..	1	..	..	..	....	..	1	1	1	2	1	1	..	2	....	6	2	31	6
....	1	....	..	....	..	..	1	..	..	..	....	..	..	..	..	..	..	....	..	..	..	1	....	1	..	..	..	..	....	2	9	7
4	5	4	2	3	2	2	11	2	6	1	4	3	7	..	2	..	4	4	2	9	8	9	....	3	1	5	4	6	9	30	212	1
....	1	1	..	1	1	..	3	3	4	..	....	..	2	3	..	..	1	1	1	2	1	....	....	1	1	..	4	1	....	3	55	2
1	1	1	1	1	..	1	1	1	2	2	2	..	..	2	..	1	..	....	..	..	..	4	....	1	..	1	..	1	....	....	1	27	3
8	11	11	5	9	5	6	6	19	13	2	9	4	3	11	..	4	5	8	1	18	6	8	4	14	5	4	12	1	9	22	298	4
....	....	1	..	....	..	..	1	..	..	..	....	..	..	..	..	..	..	....	..	..	..	....	....	....	2	1	..	....	....	9	16	5
....	....	....	..	....	..	..	....	..	5	..	....	..	..	13	..	..	..	....	..	22	..	1	1	....	..	..	..	....	1	1	58	6
1	5	5	2	....	3	5	11	4	35	1	6	5	6	2	1	5	..	1	1	13	5	6	4	12	2	8	8	3	5	19	243	7
....	4	....	3	4	1	..	2	1	7	2	4	6	1	2	..	1	2	4	1	1	7	6	5	3	1	4	1	1	5	16	120	8
....	....	....	..	....	..	..	....	..	..	..	....	..	..	..	..	..	..	....	..	..	..	....	....	....	2	..	..	....	....	....	5	9
8	12	18	3	11	2	9	26	4	25	6	16	7	15	13	6	5	6	11	5	4	8	20	4	15	6	4	14	12	22	78	516	10
....	....	2	..	....	..	1	4	..	2	..	2	..	1	..	..	..	..	....	1	..	..	4	....	1	..	..	5	....	....	3	30	11
1	5	2	14	10	5	1	12	..	1	3	8	4	7	8	3	1	2	5	2	2	10	2	14	....	7	9	9	7	4	15	251	1
3	5	1	2	3	1	1	3	..	1	5	3	4	7	..	..	1	2	....	..	..	1	4	1	....	..	..	2	1	4	8	89	2
4	8	3	11	4	1	2	13	1	22	3	2	3	8	4	..	9	4	23	3	4	13	17	10	5	1	1	2	6	6	56	370	3
13	26	26	28	36	6	5	30	7	20	19	47	21	40	10	11	28	15	6	8	12	22	31	39	12	13	27	19	11	20	49	867	4
743	777	782	466	843	306	492	1,348	294	775	372	813	529	783	382	261	570	518	713	244	306	673	1,252	901	564	372	682	484	746	1,388	5,136	32,782	

TABLE NO. 11.

Total Deaths by 92 Individual Diseases in 16 Cities in 1906.

General Diseases.	Belleville.	Brantford.	Chatham.	Guelph.	Hamilton.	Kingston.	London.	Niagara Falls	Ottawa.	Peterboro.	St. Catharines.	Stratford.	St. Thomas.	Toronto.	Windsor.	Woodstock.	Totals.
I. Communicable (Epidemic) Diseases.																	
1. Typhoid Fever	8	10	5	1	19	7	15	3	25	4	3	3	5	70	6	4	188
2. Smallpox	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	1
3. Measles	...	2	...	...	1	...	...	...	9	1	...	...	...	12	1	...	26
4. Scarlet Fever	...	...	...	1	1	1	1	...	1	...	...	...	...	13	...	...	18
5. Whooping Cough	...	3	...	4	...	...	...	2	18	1	1	1	...	13	11	2	56
6. Diphtheria and Croup	7	3	...	1	22	2	12	...	16	6	...	...	...	65	3	...	137
7. Influenza	...	...	...	4	...	1	...	...	1	...	...	...	1	11	1	...	19
8. Other Epidemic Diseases	...	...	...	...	1	...	...	...	1	...	...	...	...	2	...	...	4
II. Other General Diseases.																	
1. Pyæmia and Septicemia	2	2	2	2	4	1	8	1	6	2	2	2	1	23	2	...	60
2. Tuberculosis and Scrofula	19	28	26	13	92	27	70	7	114	26	24	12	11	383	25	10	887
3. Anemia	1	1	1	1	7	4	4	1	7	4	2	1	...	40	2	5	81
4. Syphilis	...	...	1	...	2	...	...	...	9	...	...	...	...	10	...	...	22
5. Cancer	13	6	12	13	44	21	51	2	48	7	13	5	6	187	6	10	444
6. Rheumatism and Gout	1	...	...	1	1	2	1	...	5	1	...	2	1	18	...	1	34
7. Diabetes	1	3	1	3	8	4	4	2	5	2	2	3	1	21	2	...	62
8. Other General Diseases	...	...	1	...	...	...	...	...	3	1	...	1	...	7	...	...	13
9. Alcoholism, Acute and Chronic	...	...	...	...	...	...	...	...	1	...	...	...	...	14	...	...	15
LOCAL DISEASES.																	
III. Diseases of Nervous System and Organs of Sense.																	
1. Encephalitis	...	...	...	...	...	1	...	...	1	2	...	...	2	2	...	...	8
2. Meningitis	1	4	3	5	18	11	8	1	16	5	2	5	...	90	13	3	185
3. Congestion and Hemorrhage of Brain	8	11	3	7	37	11	25	2	33	9	5	2	3	139	3	2	360
4. Softening of the Brain	...	...	...	...	...	...	2	...	...	...	...	...	2	5	...	...	9
5. Paralysis without specified cause	2	3	9	4	19	19	23	4	26	9	4	2	10	86	1	8	229
6. Insanity	...	...	2	1	...	...	1	...	3	1	...	...	...	6	...	...	14
7. Epilepsy	...	...	...	...	...	...	2	...	4	3	...	...	...	6	...	...	15
8. Convulsions (not puerperal)	1	3	1	6	15	6	15	1	20	2	1	...	2	72	1	5	151
9. Tetanus	...	...	...	...	1	...	1	1	...	...	...	...	...	6	...	...	9
10. Other Nervous Diseases	1	4	1	1	10	3	4	...	11	...	2	3	4	62	1	6	113
IV. Diseases of Circulatory System.																	
1. Pericarditis	...	...	...	...	1	...	...	...	...	...	1	...	...	2	...	...	4
2. Endocarditis	...	1	...	...	1	...	3	...	17	...	1	...	...	21	...	...	44
3. Organic Heart Diseases	19	18	10	17	50	18	26	...	55	22	10	10	9	297	16	14	591
4. Angina Pectoris	1	...	2	...	7	2	...	...	2	...	...	...	...	9	...	...	23
5. Diseases of Arteries, Atheroma, Aneurism, etc.	...	...	1	1	5	1	6	...	12	2	...	...	...	37	7	...	72
6. Other Diseases of the Circulatory	...	1	5	2	3	...	3	...	2	...	...	1	...	5	1	...	23
V. Diseases of the Respiratory System.																	
1. Acute Bronchitis	...	1	...	4	14	3	7	...	18	3	...	3	1	44	...	...	98
2. Chronic Bronchitis	2	2	...	1	2	1	4	1	9	2	...	...	1	33	1	1	60
3. Broncho-pneumonia	...	4	...	4	11	...	6	1	18	3	...	...	...	74	2	...	123
4. Pneumonia	11	10	7	14	78	23	32	9	53	14	31	5	10	201	17	15	530
5. Pleurisy	...	...	...	...	1	4	1	1	...	1	...	...	...	22	1	...	31
6. Cong. of the Lungs (inc. pulmonary apoplexy).	2	3	...	1	3	...	1	1	4	2	...	1	...	23	2	3	46
7. Asthma and Emphysema	...	1	...	..	7	3	1	..	3	1	1	...	1	13	...	1	32
8. Other Diseases of Respiratory System	...	...	1	1	4	1	1	1	4	2	2	1	1	9	...	...	28
VI. Diseases of the Digestive System.																	
1. Ulcer of the Stomach	...	...	...	1	3	...	...	...	...	2	...	1	...	6	...	...	13
2. Other Diseases of Stomach (cancer excepted)	1	12	2	2	6	...	2	...	18	1	1	2	4	29	...	4	84
3. Infan. Diarr., gastro enteritis, Chol. Infantum	11	13	5	7	39	15	23	3	99	11	6	6	12	274	19	6	550
4. Diarrhœa and Enteritis (not infantile)	1	...	1	...	8	1	2	...	3	1	5	...	2	18	1	3	45
5. Dysentery	...	1	1	...	1	...	...	...	5	...	...	...	...	5	2	2	17
6. Hernia and Intestinal obstructions	2	2	...	2	7	1	4	...	17	2	2	...	1	31	2	3	76
7. Other Diseases of the Intestines	...	2	3	...	3	...	3	1	5	2	...	...	2	3	4	...	28
8. Diseases of the Liver	...	2	3	2	16	4	6	2	14	2	4	1	5	37	...	...	98
9. Peritonitis (not puerperal)	2	3	1	...	7	...	5	...	19	4	2	2	5	44	...	3	97
10. Iliac Abscess and Appendicitis	...	3	1	4	7	5	8	1	8	4	3	5	...	21	2	3	75

TABLE NO. 11.—*Continued.*

General Diseases.	Belleville.	Brantford.	Chatham.	Guelph.	Hamilton.	Kingston.	London.	Niagara Falls.	Ottawa.	Peterboro.	St. Catharines.	Stratford	St. Thomas.	Toronto.	Windsor.	Woodstock	Totals.
VII. Diseases of the Genito-Urinary System																	
1. Acute Nephritis	....	1	...	1	...	1	2	...	...	...	...	...	...	9	...	...	14
2. Bright's Disease	4	4	4	5	33	10	39	5	42	4	7	5	...	131	10	6	309
3. Other Diseases of Kidneys and Adnexa	1	1	...	...	...	2	7	..	1	...	1	...	5	7	...	5	30
4. Vesical Calculi	....	...	...	...	...	...	1	...	...	...	...	...	...	3	...	...	4
5. Diseases of the Bladder	1	1	2	...	1	4	3	1	1	...	1	...	...	22	...	2	39
6. Diseases of the Male Genital Organs	1	...	...	...	...	...	1	...	...	...	...	...	...	9	...	...	11
7. Metritis	....	...	...	...	...	...	...	...	...	...	...	...	...	3	...	...	3
8. Other Diseases of the Uterus	....	...	...	1	...	1	1	...	1	...	...	1	...	5	...	...	10
9. Ovarian Cysts and other Ovarian Tumors	....	...	1	...	...	...	...	...	...	...	...	...	...	1	...	2	4
10. Other Diseases of the Female Genital Organs	....	...	...	...	...	...	1	...	1	...	...	...	...	....	...	...	2
VIII. Puerperal Diseases.																	
1. Puerperal Septicemia	....	3	...	...	...	1	...	...	6	...	...	...	...	7	...	...	17
2. Puerperal Albuminuria and Convulsions	....	...	...	...	...	...	...	...	1	...	...	1	...	5	2	...	9
3. Other Accidents of Pregnancy, sudden death	....	...	...	...	...	...	1	2	...	1	...	...	...	7	1	...	12
IX. Diseases of the Skin and Cellular Tissue.																	
1. Erysipelas	....	...	...	...	...	2	1	...	2	2	...	...	1	6	...	...	14
2. Skin and Adnexa (cancer excepted)	1	...	1	2	3	1	4	...	8	...	2	2	2	10	2	2	40
X. Diseases of the Locomotor System.																	
1. Pott's Disease	....	...	...	...	1	...	...	...	...	...	...	...	...	..	...	...	1
2. Diseases of Bones and Joints	....	...	...	...	...	...	...	...	9	...	...	...	...	1	...	...	10
XI. Malformations, Diseases of Infancy, Diseases of Old Age.																	
1. Still-Births	8	21	15	9	75	22	46	5	76	9	9	1	4	277	15	11	603
2. Congen. Debility and Malformations	6	21	23	11	80	32	42	13	151	23	22	18	18	314	20	18	841
3. Other Diseases of Infancy	3	1	6	3	9	1	9	1	11	3	5	7	2	47	1	...	109
4. Senile Decay	13	9	13	18	54	62	44	9	68	22	16	11	24	211	5	28	607
XII. Suicide.																	
1. Poison	....	2	...	...	4	...	...	...	1	...	...	...	...	3	1	1	12
2. Strangulation	....	...	...	...	...	...	...	...	...	...	...	...	...	2	...	...	2
3. Drowning	....	1	...	1	...	...	...	...	...	...	...	...	...	1	...	...	3
4. Firearms	....	...	...	...	...	...	...	1	...	1	...	...	1	4	...	...	7
5. Sharp Instruments	....	...	...	...	...	...	...	...	...	...	...	...	...	2	...	...	2
6. Not stated	....	...	1	...	4	...	...	...	...	1	...	...	...	....	...	...	6
XIII. Accident.																	
1. Fractures and Dislocations	4	3	...	...	8	3	5	...	6	3	...	...	1	25	3	1	62
2. Gunshot	....	2	...	...	...	...	2	1	3	...	...	...	...	3	1	...	12
3. Drowning	2	...	3	1	8	6	4	1	6	4	2	...	...	20	2	...	59
4. Electric Cars	....	...	...	...	...	...	1	...	1	...	...	...	...	7	...	...	9
5. Asphyxiation	....	...	...	...	1	1	1	4	1	...	1	...	...	....	...	...	9
6. Railways	1	3	...	1	3	3	5	...	5	...	3	3	13	11	1	3	55
7. Burns and Scalds	....	...	1	1	4	...	...	...	10	1	..	1	...	13	...	...	31
8. Homicide	....	...	...	...	...	...	...	...	...	...	...	...	1	....	1	...	2
9. Other Accidents	1	2	5	3	17	6	17	4	6	1	4	1	2	64	4	2	139
10. Explosions	....	1	..	..	..	...	...	...	1	...	...	...	...	1	...	...	3
XIV. Ill-Defined Causes.																	
1. Dropsy	....	5	2	...	3	3	5	4	4	...	1	...	2	11	...	1	41
2. Tumors	....	...	2	1	3	3	2	...	...	...	...	...	...	8	...	2	21
3. Other Ill-Defined Causes	1	2	2	1	6	2	7	...	20	2	1	2	1	50	4	1	102
4. Heart Failure	5	13	11	2	17	11	14	6	23	4	3	2	11	37	2	7	168
Totals from all causes	169	258	204	192	920	380	656	105	1,233	248	208	135	191	3,958	230	205	9,292

TABLE No. 12.

Total Deaths by 82 Individual Diseases in Towns of over 5,000 population, 1906.

General Diseases..	Berlin.	Brockville.	Cornwall.	Galt.	Kenora.	Lindsay.	Owen Sound.	Sarnia.	Sault Ste. Marie.	Toronto Junction.	Totals.
I. Communicable (Epidemic) Diseases.											
1 Typhoid Fever	2	10	6	5	27	2	7	5	16	6	86
2. Measles	....	....	3	....	....	....	....	....	....	2	5
3. Scarlet Fever	1	....	....	1	....	....	1	....	....	1	4
4. Whooping Cough	2	....	4	....	1	....	....	....	....	1	8
5. Diphtheria and Croup	9	4	3	1	6	2	3	....	4	.....	32
6. Influenza	....	....	....	....	1	....	1	2	.....	.....	4
. Other Epidemic Diseases	1	....	....	....	....	....	1	....	.....	.....	2
II. Other General Diseases.											
1. Pyaemia and Septicæmia	....	2	5	2	...	2	....	2	.....	1	14
2. Tuberculosis and Scrofula	5	20	15	5	6	7	18	10	12	20	118
3. Anaemia	2	4	1	2	....	1	2	....	1	3	16
4. Syphilis	....	....	....	....	....	1	....	....	.....	.....	.....
5. Cancer	6	7	10	7	9	4	10	7	4	6	70
6. Rheumatism and Gout	2	....	....	1	....	....	1	....	1	1	6
7. Diabetes	1	1	....	....	1	....	1	2	....	.....	6
8. Other General Diseases	....	2	....	1	....	1	....	1	.....	.....	5
9. Alcoholism, Acute and Chronic	....	1	....	....	1	2	....	1	.....	.....	5
LOCAL DISEASES.											
III. Diseases of Nervous System and Organs of Sense.											
1. Meningitis	5	3	4	4	5	....	4	3	5	18	51
2. Congestion and Hemorrhage of the Brain	6	8	8	6	....	1	6	7	5	3	50
3. Softening of the Brain	3	1	....	....	....	....	1	3	....	.....	8
4. Paralysis without specified cause	6	1	4	2	2	3	7	3	1	1	30
5. Insanity	....	....	1	....	....	....	1	....	1	.....	3
6. Epilepsy	....	1	1	....	....	....	....	1	.....	.....	3
7. Convulsions (not puerperal)	9	....	3	1	1	....	3	....	1	9	26
8. Tetanus	....	....	1	....	....	....	....	....	1	.....	2
9. Other Nervous Diseases	1	2	....	3	1	3	2	....	1	2	15
IV. Diseases of Circulatory System.											
1. Pericarditis	....	....	....	1	....	....	....	....	.....	.....	1
2. Endocarditis	....	....	....	1	....	1	4	2	1	.....	9
3. Organic Heart Diseases	8	12	6	7	2	6	18	6	3	16	84
4. Angina Pectoris	....	2	....	....	....	....	....	2	.....	1	5
5. Diseases of the Arteries, Atheroma, Aneurism, etc	1	3	1	1	....	....	1	....	.....	.....	7
6. Other Diseases of the Circulatory	....	....	1	....	1	....	2	1	.....	2	7
V. Diseases of the Respiratory System.											
1. Acute Bronchitis	1	1	2	3	2	....	3	1	1	4	18
2. Chronic Bronchitis	1	....	1	....	....	....	1	3	1	.....	7
3. Broncho-pneumonia	2	....	4	1	....	1	4	....	3	1	16
4. Pneumonia	5	13	14	7	15	3	4	10	16	8	96
5. Pleurisy	....	1	....	....	....	....	....	....	.....	1	2
6. Congestion of the Lungs (inc. pulmonary apoplexy)	1	2	....	....	....	2	2	....	.....	1	8
7. Asthma and Emphysema	1	1	....	2	....	1	....	....	.....	.....	5
8. Other Diseases of the Respiratory System	1	....	....	....	....	1	....	1	.....	.....	3
VI. Diseases of the Digestive System.											
1. Ulcer of the Stomach	1	....	....	....	....	....	....	....	.....	.....	1
2. Other Diseases of Stomach (cancer excepted)	....	....	1	1	1	1	1	....	3	1	9
3. Infan. Diarrhœa & Gastro-enteritis (Cholera Infantum)	6	8	5	7	13	....	13	11	13	17	93
4. Diarrhœa and Enteritis (not infantile)	2	2	1	....	1	....	1	1	3	2	13
5. Dysentery	....	2	....	....	1	....	1	....	.....	.....	4
6. Hernia and Intestinal obstructions	1	....	3	2	....	....	1	....	.....	2	9
7. Other Diseases of the Intestines	....	....	....	....	....	....	....	1	.....	.....	1
8. Diseases of the Liver	....	1	1	3	1	2	1	1	3	1	14
9. Peritonitis (not Puerperal)	....	2	2	1	2	2	3	1	2	3	18
10. Iliac Abscess (typhylitis, perityphylitis & appendicitis)	3	1	9	2	....	....	1	3	1	5	25

TABLE No. 12.—*Continued.*

Total Deaths by 81 Individual Diseases in Towns of over 5,000 Population, 1906.—*Con.*

General Diseases.	Berlin.	Brockville.	Cornwall.	Galt.	Kenora.	Lindsay.	Owen Sound.	Sarnia.	Sault Ste. Marie.	Toronto Junction.	Totals.
VII. Diseases of the Genito-Urinary System.											
1. Acute Nephritis	....	....	2	....	....	....	....	....	.....	1	3
2. Bright's Disease	3	6	3	2	1	....	5	7	2	3	32
3. Other Diseases of the Kidneys and Adnexa	1	1	1	....	....	....	2	1	.....	.....	6
4. Diseases of the Bladder	....	....	....	1	1	1	2	....	1	.....	6
5. Diseases of the Male Genital Organs	....	....	....	....	....	....	....	....	.....	1	1
6. Other Diseases of the Uterus	....	....	....	....	....	2	....	....	.....	.....	2
7. Ovarian Cysts and other Ovarian Tumors	....	....	....	....	....	....	....	....	1	.....	1
8. Other Diseases of the Female Genital Organs	....	....	....	....	....	....	....	....	1	.....	1
VIII. Puerperal Diseases.											
1. Puerperal Septicæmia	....	....	1	....	....	....	....	....	.....	.....	1
2. Puerperal Albuminuria and Convulsions	....	....	....	....	....	....	....	....	1	.....	1
3. Other Accidents of Pregnancy, sudden death	....	....	....	1	...	2	....	....	.....	1	4
IX. Diseases of the Skin and Cellular Tissue.											
1. Erysipelas	1	....	....	....	....	....	....	....	.....	2	3
2. Other Diseases of Skin and its adnexa (Cancer excepted)	....	....	1	....	....	....	....	1	.....	.....	2
X. Diseases of the Locomotor System.											
1. Diseases of the Bones and Joints	....	1	1	....	....	....	....	....	.....	.....	2
XI. Malformations, Diseases of Infancy, Diseases of Old Age.											
1. Still-Births	5	10	6	4	....	13	8	11	8	15	80
2. Congenital Debility and Malformations	14	15	10	13	11	9	15	18	18	24	147
3. Other Diseases of Infancy	1	....	1	....	....	1	....	1	5	4	13
4. Senile Decay	11	11	16	15	6	12	20	16	3	4	114
XII. Suicide.											
1. Gas Poisoning	....	....	....	....	....	....	....	....	.....	1	1
2. Not stated	....	....	....	....	1	....	....	....	....	1	2
XIII. Accident.											
1. Fractures and Dislocations	1	....	....	2	6	....	....	....	2	1	12
2. Gunshot	1	....	....	....	....	....	....	....	3	.....	4
3. Drowning	1	3	....	....	10	1	3	1	5	.....	24
4. Electric Cars	....	....	....	1	....	....	....	....	.....	2	3
5. Asphyxiation	....	....	....	....	....	....	....	2	.....	1	3
6. Railways	1	....	1	4	12	1	1	....	1	2	23
7. Burns and Scalds	1	....	....	1	....	....	1	....	3	1	7
8. Other accidents	1	3	1	2	1	1	4	5	7	2	27
9. Explosions	....	....	....	....	22	....	....	....	.....	.....	22
XIV. Ill-Defined Causes.											
1. Dropsy	....	1	1	1	2	....	....	....	.....	1	6
2. Tumors	....	....	....	....	....	....	....	1	.....	.....	1
3. Other Ill-Defined Causes	....	2	....	3	....	....	1	1	.....	1	8
4. Heart Failure	5	2	1	3	5	1	2	6	2	2	29
Totals	142	173	166	133	176	93	194	162	167	209	1,617

TABLE No. 13.

Showing Infant Mortality under 5 years of age in Ontario, 1906.

General Diseases.	Under 1	1 Year	2 Years	3 Years	4 Years	Totals.
I. Communicable (Epidemic) Diseases.						
1. Typhoid Fever	6	7	5	10	11	39
2. Smallpox	2					2
3. Measles	45	37	7	9	5	103
4. Scarlet Fever	4	5	9	10	5	33
5. Whooping Cough	155	37	10	8	4	214
6. Diphtheria and Croup	58	47	47	58	39	249
7. Influenza	25	4	2	1		32
8. Other Epidemic Diseases	5	2	1	2	1	11
II. Other General Diseases.						
1. Pyæmia and Septicemia	13	5	3		2	23
2. Malarial Fever	1					1
3. Tuberculosis and Scrofula	251	72	22	14	12	371
4. Anæmia	6	2	3	1	2	14
5. Syphilis	22		1			23
6. Cancer	2	1	2		5	10
7. Rheumatism and Gout			2	3	1	6
8. Diabetes	2	2	1		2	7
9. Other General Diseases		5	4		1	10
LOCAL DISEASES.						
III. Diseases of Nervous System and Organs of Sense.						
1. Encephalitis	27	5	2	2	3	39
2. Meningitis	166	84	29	17	20	316
3. Epidemic Cerebro-spinal Meningitis	5					5
4. Congestion and Hemorrhage of the Brain	22	6	3	3	2	36
5. Softening of the Brain	1					1
6. Paralysis without specified cause	2	3	4	5	3	17
7. Epilepsy	1					1
8. Convulsions (not puerperal)	313	52	18	4	5	392
9. Tetanus		3	1	1		5
10. Other Nervous Diseases	14	11	7	4	2	38
IV. Diseases of Circulatory System.						
1. Pericarditis				1		1
2. Endocarditis				1	1	2
3. Organic Heart Diseases	12	5	3	1		21
4. Other Diseases of the Circulatory	3		1	1		5
V. Diseases of the Respiratory System.						
1. Acute Bronchitis	153	26	15	3	3	200
2. Chronic Bronchitis	7	6	1			14
3. Broncho-pneumonia	118	53	14	13	2	200
4. Pneumonia	292	117	47	32	14	502
5. Pleurisy	6	1	2		1	10
6. Congestion of the Lungs (including pulmonary apoplexy)	32	5	5	1	2	45
7. Asthma and Emphysema	3					3
8. Other Diseases of the Respiratory System	12	5	4	2	2	25
VI. Diseases of the Digestive System.						
1. Ulcer of the Stomach	1		1			2
2. Other Diseases of the Stomach (Cancer excepted)	30	12	5	4	4	55
3. Infantile Diarrhœa and Gastroenteritis "(Cholera Infantum")	1,570	98	4			1,672
4. Diarrhœa and Enteritis (not infantile)		2	16	12	7	37

TABLE No. 13.—*Continued.*

Showing Infant Mortality under 5 years of age in Ontario, 1906.—*Continued.*

General Diseases.	Under 1	1 Year	2 Years	3 Years	4 Years	Totals
VI. Diseases of the Digestive System.—*Continued*						
5. Dysentery	8	4	3	3	3	21
6. Hernia and Intestinal obstructions	36	5	3	2	3	49
7. Other Diseases of the Intestines	20	6	.....	.....	2	28
8. Diseases of the Liver	5	3	.....	2	2	12
9. Peritonitis (not puerperal)	6	2	3	3	5	19
10. Iliac abscess (Typhlitis, perityphlitis, appendicitis)	2	.....	4	3	6	15
VII. Diseases of the Genito-Urinary System.						
1. Acute Nephritis	5	3	1	2	1	12
2. Bright's Disease	24	4	5	5	1	39
3. Other Diseases of the Kidneys and Adnexa	2	.....	1	.....	1	4
4. Diseases of the Bladder	3	.....	.....	.....	.....	3
VIII. Puerperal Diseases.						
No cases in this class.						
IX. Diseases of the Skin and Cellular Tissue.						
1. Erysipelas	19	4	1	1	.....	25
2. Other Diseases of the Skin and its Adnexa (Cancer excepted)	4	2	3	.....	.....	9
X. Diseases of the Locomotor System.						
1. Diseases of the Bones and Joints	2	6	3	.....	.....	11
XI. Malformations, Diseases of Infancy, Diseases of Old Age.						
1. Still Births	1,538	.....	.....	.....	.....	1,538
2. Congenital Debility and Malformations	2,774	1	.....	.....	.....	2,775
3. Other Diseases of Infancy	457	17	2	.....	.....	476
XII. Suicide.						
No cases in this class.						
XIII. Accident.						
1. Fractures and Dislocations	2	1	1	1	2	7
2. Gunshot	.....	.....	1	.....	.....	1
3. Lightning	2	.....	.....	.....	.....	2
4. Drowning	.....	4	5	4	2	15
5. Electric Cars	.....	.....	1	.....	.....	1
6. Asphyxiation	9	2	1	1	.....	13
7. Railways	.....	1	1	1	1	4
8. Burns and Scalds	5	7	14	9	5	40
9. Homicide	2	.....	.....	.....	.....	2
10. Other accidents	20	9	16	5	6	56
XIV. Ill-Defined Causes.						
1. Dropsy	4	2	.....	.....	1	7
2. Tumors	2	1	1	.....	1	5
3. Other Ill-defined Causes	55	21	5	2	6	89
4. Heart Failure	10	3	.....	1	1	15
Totals from all causes	8,403	828	376	268	210	10,085

TABLE No. 14.

SHOWING DEATHS BY OCCUPATIONS AND AGES IN ONTARIO IN 1906.

Occupations.	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-59	60-69	70-79	80 and over.	Not given.	Totals. Males.	Totals. Females.
Agents:														
Males		3	6	7	3	3	2	18	19	19	1	1	82	
Artists:														
Males		1	1				1		1	2			6	
Females														
Architects:														
Males	1	1		1			1			2		1	7	
Auctioneers:														
Males								1	2				3	
Brewers, Distillers, etc.:														
Males		1	1			1		3		1			7	
Bakers, Confectioners:														
Males	1	4	5		3	4	1	2	6	2	1		29	
Barbers:														
Males	2	7	5	2	7	3	1	3	2	1	2	1	36	
Butchers:														
Males	3	2	2	2	4	3	4	13	11	10			54	
Bartenders:														
Males		4	8	3	3	6				1			25	
Bookkeepers:														
Males	1	3	5	7	4	3	3	10	12	12	1		61	
Females	2	3	2	1	1	3								12
Bookbinders:														
Males	1	1	1	1		1	1		3		1		10	
Blacksmiths:														
Males		2	3	3	4	2	7	23	27	22	9		102	
Brickmakers:														
Males			1		1	2				1	1		6	
Bankers:														
Males				4	2	1		3	2	2			14	
Builders and Contractors:														
Males			4		3	4	4	8	8	14	5		50	
Boardinghouse Keepers:														
Males														
Females							1	3						4
Carpenters:														
Males	8	11	17	6	12	11	27	34	77	61	32	1	297	
Cabinetmakers:														
Males		3	2	1		1		5	4	5	2		23	
Coopers:														
Males			1					3	1	12	8		25	
Cooks:														
Males	1	2	2	2	5	4	3	3	2	1		1	26	
Females						4	1	4	1	1				11
Chemists and Druggists:														
Males		2	1	5	1	2	3	5	1	2	1		26	
Clergymen:														
Males		2	3		4	3	3	10	16	16	8	1	66	
Carriage and Wagon Makers:														
Males		1				1	3	3	3	6	5		22	
Clerks:														
Males	21	49	31	21	10	16	15	25	19	17	3	2	229	
Females	6	15	5	3	3	2								34
Cheesemakers:														
Males	2			1	3	1	2	1		2	1		13	
Cigarmakers:														
Males	1	1	2	3	1	2		3					13	
Commercial Travellers:														
Males		2	5	6	5	4	5	15	8	4			54	
Dentists:														
Males			2						3	1			6	
Dressmakers:														
Females	7	10	11	9	8		3	9	1	1				59
Enginners:														
Males	3	8	9	3	9	13	9	12	17	9	3	2	97	
Electricians:														
Males	3	2	3	4	3	1			1				17	
Engravers:														
Males								1					1	
Editors, Reporters, etc.:														
Males				1		4	2	4	2				13	
Foremen and Forewomen:														
Males			3	7	2	7	6	11	1	6			43	
Females														.....
Farmers:														
Males	71	148	107	105	114	128	158	399	656	963	830	16	3,685	
Furriers:														
Males	1	2	1						1				5	
Females								1						1

TABLE No. 14.—*Continued.*

DEATHS BY OCCUPATIONS AND AGES IN ONTARIO IN 1906.—*Continued*

Occupations.	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-59	60-69	70-79	80 and over.	Not given.	Totals. Males.	Totals. Females.
Factoryhands:														
Males	13	9	14	14	7	4	5	6	9	6	3		90	
Females	7	7	4	4	1					2				25
Gardeners:														
Males			2	1	1	1		5	23	39	22		94	
Gentlemen:														
Males	1		6	6	5	8	9	56	206	469	548	4	1,318	
Hunters and Fishermen:														
Males	2	7	2	4	4	1	2	6	5	6	5	1	45	
Housewives:														
Females	47	276	391	406	417	401	366	943	1,362	1,878	1,647	46		8,210
Harnessmakers and Saddlers:														
Males			1		4	2	2	3	4	5	3		24	
Hotelkeepers:														
Males			1	6	6	1	6	13	9	6	2		53	
Females								1						1
Laborers:														
Males	119	214	181	147	98	110	113	254	291	266	170	38	2,004	
Lumbermen:														
Males	2	4	8	3	1	3	2	13	12	9	5	3	65	
Lawyers:														
Males			1	1	2	4	4	5	8	3	1		29	
Laundry:														
Males		1	3	6			1	1	1				13	
Females		1		2				1	1	1				6
Liverymen:														
Males					1		1						2	
Masons:														
Males	1	3	4	5	7	7	3	22	11	21	8	1	93	
Machinists:														
Males	1	6	5	10	10	5	3	12	9	5	3		69	
Mechanics:														
Males	2	3	6	3	4	6	3	6	6	2	3		44	
Merchants:														
Males	3	5	12	16	10	17	29	41	61	37	21		252	
Females									2					2
Milliners:														
Females	1	5	2	2		1	2	2		1	1			17
Miners:														
Males	1	7	9	4	6	2	6	3		6		3	47	
Milkmen:														
Males				2			2		2				6	
Manufacturers:														
Males	1	4	3	3	2	3	3	17	2	13	9		60	
Millers:														
Males			1		1	5	3	5	8	5	3		31	
Moulders:														
Males	2	9	6	3	4	3	1	7	4	2	1		42	
Musicians:														
Males	1	2	2	2	2		1	2	2	1	1		16	
Females		1	1	1						1				4
Nurses:														
Females	1	4	8	5	3	3	4	5	1	2	1	1		38
Nuns:														
Females		2	4	1	3	1	1	2	3	3	1			21
Painters:														
Males	1	5	12	7	9	8	10	18	9	4	5	1	89	
Peddlars:														
Males		1	1		1	1	1	3	2	3	1		14	
Physicians:														
Males		1	4	5	5	6	2	5	11	7	2		48	
Plasterers:														
Males		1	2	1	2	1	1	4	3	4	6		25	
Plumbers:														
Males	1	3	4	1	2	1	1	2	3	2			20	
Printers:														
Males		7	3	5	4	2	4	5	4	1			35	
Professors:														
Males									1		1		2	
Photographers:														
Males	1		1	3		2	1		1				9	
Public Officials:														
Males	1	1		4	2	5	5	17	24	20	17		96	
Females									5					5
Policemen:														
Males		1	2		1		3	2	7	4			20	
Railway Employees:														
Males	12	48	35	23	20	22	20	26	24	14	1	2	247	
Sailors:														
Males	1	9	3	2	6	8	1	9	7	6	4	4	60	

TABLE No. 14.—*Continued.*

DEATHS BY OCCUPATIONS AND AGES IN ONTARIO IN 1906.—*Continued.*

Occupations.	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-59	60-69	70-79	80 and over.	Not given.	Totals. Males.	Totals. Females.
Stenographers:														
Males	....	1	.....	.....	.....	2	.....	.....	.....	.....	.....	.....	3	
Females	.....	4	3	3	1	.....	.....	.....	1	.....	.....	1	.....	13
Servants:														
Males	9	3	5	4	1	8	4	12	18	8	3	2	77	
Females	31	41	28	7	12	6	15	17	13	16	4	2		192
Stonecutters:														
Males	1	1	1	2	2	2	4	6	1	2	.....	.....	22	
Students:														
Males	66	14	3	1	....	....	.....	.....	.....	.....	.....	1	85	
Females	32	9	1	....	....	....	.....	.....	.....	.....	.....	1		43
Shoemakers:														
Males	1	2	1	1	2	4	3	7	22	28	15	.....	86	
Seamstresses:														
Females	6	3	9	1	7	1	....	2	.....	3	1	.....		33
Schoolteachers:														
Males	2	2	5	7	1	1	4	2	4	3	1	.....	32	
Females	2	5	8	3	2	2	1	3	3	.....	.....	1		30
Surveyors:														
Males	....	.....	.....	.....	.....	.....	.....	.....	2	.....	.....	.....	2	
Tailors:														
Males	1	4	.....	5	8	5	3	10	11	15	8	.....	70	
Tinsmiths:														
Males	1	1	2	....	....	1	1	1	5	3	6	.....	21	
Teamsters:														
Males	6	7	2	8	4	16	14	24	13	6	3	1	104	
Telegraphers:														
Males	....	2	4	2	2	....	....	1	.....	.....	.....	.....	11	
Females	....	3	.....	....	....	....	....	1	.....	.....	.....	.....		4
Tanners and Curriers:														
Males	....	.....	.....	....	....	....	....	1	2	1	.....	.....	4	
Undertakers:														
Males	....	.....	.....	....	2	....	3	3	2	.....	.....	.....	10	
Volunteers, Soldiers & Pensioners:														
Males	1	1	.....	1	....	1	....	2	1	11	5	.....	23	
Veterinary Surgeons:														
Males	....	.....	1	....	....	1	1	1	2	.....	1	.....	7	
Watchmakers and Jewellers:														
Males	....	3	.....	1	2	1	....	5	2	3	2	.....	19	
Weavers:														
Males	....	.....	.....	2	....	1	1	1	1	6	3	.....	15	
Females	....	1	.....	1	....	....	....	2	2	.....	.....	.....		6
No Occupation:														
Males	115	44	22	22	21	34	26	49	88	101	95	35	652	
Females	251	174	120	91	53	65	54	103	123	124	139	21		1,318
Totals:														
Males	488	697	612	539	475	549	573	1,301	1,854	2,347	1,901	122	11,458	
Females	393	564	597	540	541	489	448	1,099	1,518	2,033	1,794	73		10,089
Total,	881	1,261	1,209	1079	1016	1038	1021	2,400	3,372	4,380	3,695	195	21,547	

Still-births	1,538
Under 15 years old	9,686
Occupation unspecified	11
Total deaths	32,782

TABLE No. 15.

SHOWING DEATHS BY OCCUPATIONS AND AGES IN THE 18 CITIES OF ONTARIO, 1906.

Occupations.	15-19.	20-21.	25-29.	30-34.	35-39.	40-44.	45-49.	50-59.	60-69.	70-79.	80 and over.	Not given.	Totals. Males.	Totals. Females.
Agents:														
Males		3	1	2	1	2	1	11	12	8	1		42	
Artists:														
Males			1				1		1	1			4	
Females														
Architects:														
Males	1	1		1			1			1		1	6	
Auctioneer:														
Males														
Brewers, Distillers, etc.:														
Males		1											1	
Bakers and Confectioners:														
Males	1	3	3		2	1		1	4	1			16	
Barbers:														
Males	1	2	2	2	3	1		2	2	1	2		18	
Butchers:														
Males		1		1		2	1	1	3	4			13	
Bartenders:														
Males		3	3	3	2	3				1			15	
Bookkeepers:														
Males		4	3	2	3	2	3	3	9	7	1		37	
Females		1	1	1	1	2								6
Bookbinders:														
Males	1	1	2	1				1	2		1		9	
Blacksmiths:														
Males		2	1		1	1	3	9	10	8	1		36	
Brickmakers:														
Males						1					1		2	
Bankers:														
Males				1	2	1		2	2	2			10	
Builders and Contractors:														
Males		1	1		1		1	5	4	7	3		23	
Boarding-house keepers:														
Males														
Females							1	3						4
Carpenters:														
Males	1	3	6	1	1	5	11	10	25	15	9		87	
Cabinetmakers:														
Males		1	1			2		2	3	3	2		14	
Coopers:														
Males								1	1	5	6		13	
Cooks:														
Males			1		2	2	1	1	1				8	
Females						1	1	2	1	1				6
Chemists and Druggists:														
Males				1		1	1		1				4	
Clergymen:														
Males		2			2	1	1	4	5	10	2		27	
Carriage and Wagonmakers:														
Males						1	2	3	1		1		8	
Clerks:														
Males	4	19	8	15	3	7	8	22	15	12	2	2	117	
Females	3	7	3	2	3	2								20
Cheesemakers:														
Males					1								1	
Cigarmakers:														
Males	1		2	3	1	2		2					11	
Commercial Travellers:														
Males		1	4	6	3	4	3	13	5	2			41	
Dentists:														
Males									1				1	
Dressmakers:														
Females	2	6	1	4	2		2	2						19
Engineers:														
Males		1	2	2	4	5	6	7	11	4	2	2	46	
Electricians:														
Males	2		2	2	2	1			1				10	
Engravers:														
Males														
Editors, Reporters, etc.:														
Males				1		2	2	2	1				8	
Foremen and Forewomen:														
Males			1	1		2	1	8	2	4			19	
Females														
Farmers:														
Males	7	6	6	4	8	8	11	28	27	29	28	1	163	
Furriers:														
Males			1	1					1				3	
Females								1						1

TABLE No. 15.—*Continued.*

SHOWING DEATHS BY OCCUPATIONS AND AGES IN THE 18 CITIES OF ONTARIO, 1906.—*Continued.*

Occupations.	15-19.	20-24.	25-29.	30-34	35-39	40-44.	45-49.	50-59.	60-69.	70-79.	80 and over.	Not given.	Totals. Males.	Totals. Females.
Factory hands:														
Males	4	6	10	4	2	3	2	5	5	3	1	.....	45	
Females	2	4	3	3	1	....	....	.....	.....	1	.....	.....		14
Gardeners:														
Males	....	.....	1	....	1	1	....	1	7	8	3	.....	22	
Gentlemen:														
Males	....	.....	.....	1	1	4	3	23	64	118	134	4	352	
Hunters and Fishermen:														
Males	....	.....	1	....	....	....	1	1	.....	2	.....	.....	5	
Housewives:														
Females	12	78	119	115	109	112	125	296	380	484	333	13		2,176
Harnessmakers and Saddlers:														
Males	....	.....	.....	.....	.....	.....	.....	1	1	3	2	.....	7	
Hotelkeepers:														
Males	...	.....	1	1	2	1	1	7	1	1	1	.....	16	
Females	....	.....	.....	....	....	....	....	.....	.....	....	....	.....		
Laborers:														
Males	16	31	40	36	25	32	35	82	104	60	33	4	498	
Lumbermen:														
Males	....	1	.....	....	1	....	....	1	1	1	.....	.....	5	
Lawyers:														
Males	....	.....	1	....	1	....	3	4	5	3	.....	....	17	
Laundry:														
Males	....	.....	.....	3	....	....	1	1	.....	.....	....	.....	5	
Females	....	.....	.....	2	....	....	....	1	1	.....	.....	.....		4
Liverymen.														
Males	....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....		
Masons:														
Males	1	2	1	1	2	1	1	8	2	6	1	.....	26	
Machinists:														
Males	1	5	3	5	9	3	1	9	7	3	2	.....	48	
Mechanics:														
Males	1	2	1	....	2	2	2	1	2	.....	1	.....	14	
Merchants:														
Males	2	2	4	2	5	8	11	13	29	22	7	.....	105	
Females	....	.....	.....	....	....	....	....	.....	1	.....	.....	.....		1
Milliners:														
Female	....	2	.....	1	....	1	1	1	.....	.....	.....	.....	6	
Miners:														
Males	....	.....	1	1	....	....	....	1	.....	.....	.....	.....	3	
Milkmen:														
Males	....	.....	.....	....	....	....	1	.....	2	.....	.....	.....	3	
Manufacturers:														
Males	1	1	3	2	1	....	2	9	5	9	4	.....	37	
Millers:														
Males	...	.....	1	....	....	2	....	3	2	3	.....	.....	11	
Moulders:														
Males	1	5	1	1	1	2	1	4	4	1	1	.....	22	
Musicians:														
Males	....	1	1	2	....	....	....	2	.....	2	.....	.....	8	
Females	....	1	.....	1	1	....	....	.....	.....	1	.....	.....		4
Nurses:														
Females	1	2	5	1	1	1	3	2	1	1	1	1		20
Nuns:														
Females	....	1	3	2	3	....	....	2	3	3	1	.....	18	
Painters:														
Males	....	2	8	2	4	4	5	10	6	1	2	1	45	
Peddlars:														
Males	....	1	.....	....	1	1	1	2	.....	2	.....	.....	8	
Physicians:														
Males	....	1	1	3	1	2	1	3	4	6	.....	.....	22	
Plasterers:														
Males	....	1	2	1	2	1	....	4	2	1	1	.....	15	
Plumbers.														
Males	1	2	2	1	2	1	1	2	2	3	.....	.....	17	
Printers:														
Males	...	5	2	5	3	1	4	6	3	.....	.....	.....	29	
Professors:														
Males	....	.....	.....	....	....	....	....	....	....	1	.....	.....	1	
Photographers:														
Males	1	.....	.....	1	...	2	....	.....	.....	1	.....	.....	5	
Public Officials:														
Males	....	....	.....	1	2	1	4	6	7	6	5	.....	32	
Females	....	.....	.....	....	....	....	....	.....	.....	....	.....	.....		
Policemen:														
Males	...	.....	.....	....	....	....	1	1	5	3	.....	.....	10	
Railway Employees:														
Males	5	12	18	9	4	12	8	15	12	6	1	1	103	

TABLE No. 15.—*Continued.*

SHOWING DEATHS BY OCCUPATIONS AND AGES IN THE 18 CITIES OF ONTARIO, 1906.—*Concluded.*

Occupations.	15-19.	20-24.	25-29.	30-34.	35-39.	40-44.	45-49.	50-59.	60-69.	70-79.	80 and over.	Not given.	Totals. Males.	Totals. Females.
Sailors:														
Males	1	1	1	....	2	2	....	5	3	2	2	1	20	
Stenographers:														
Males	....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
Females	....	1	.....	....	1	...	....	.....	.....	.....	.....	.....		2
Servants:														
Males	5	2	.....	1	....	6	2	6	12	4	.....	.....	38	
Females	11	17	11	2	3	1	2	9	7	1	1	1		66
Stonecutters:														
Males	1	.....	1	2	....	....	1	3	1	1	.....	.....	10	
Students:														
Males	22	6	1	....	....	....	....	.....	....	.....	.....	.....	29	
Females	10	6	.....	....	....	....	....	.....	.....	.....	.....	.....		16
Shoemakers:														
Males	1	2	.....	....	....	2	....	3	6	11	6	.....	31	
Seamstresses														
Females	2	2	3	1	3	1	....	1	.....	.....	.....	1	14	
School Teachers:														
Males	....	.....	2	....	....	....	1	.....	2	1	1	.....	7	
Females	....	3	1	1	2	1	1	3	3	.....	.....	.....		15
Surveyors:														
Males	....	.....	.....	....	....	....	....	.....	.....	.....	.....	.....		
Tailors:														
Males	....	2	.....	3	3	2	1	7	9	3	2	.....	32	
Tinsmiths:														
Males	....	.....	1	....	....	....	1	1	5	.....	2	.....	10	
Teamsters:														
Males	6	1	1	3	2	11	8	14	9	3	1	.....	59	
Telegraphers:														
Males	....	2	.....	1	1	....	....	.....	.....	.....	.....	.....	4	
Females	....	2	....	....	....	....	....	.....	.....	.....	.....	.....		2
Tanners and Curriers:														
Males	...	.....	.....	....	....	....	....	.....	.....	.....	.....	.....		
Undertakers:														
Males	....	.....	.....	....	....	....	....	.....	1	1	.....	.....	2	
Volunteers, Soldiers & Pensioners:														
Males	....	1	.....	1	..	1	....	2	.....	3	.....	.....	8	
Veterinary Surgeons:														
Males	....	.....	.....	....	....	....	....	1	.....	.....	1	.....	2	
Watchmakers and Jewellers:														
Males	....	1	.....	....	....	1	....	2	1	2	.....	.....	7	
Weavers:														
Males	...	.....	.....	1	....	1	1	1	.....	3	1	.....	8	
Females	....	.....	.....	1	..	...	....	1	.....	.....	.....	.....		2
No occupation:														
Males	27	10	11	14	7	8	6	28	52	43	44	10	260	
Females	77	46	35	33	18	30	24	40	43	49	52	11		458
Totals:—Males	195	219	214	197	155	208	195	484	584	527	374	39	3,391	
Females	41	123	143	131	122	119	134	316	391	489	335	15		2,359
Total	236	342	357	328	277	327	329	800	975	1,016	709	54	5,750	

Still-births	603
Under 15	2,878
Occupations unspecified	61
Total deaths	9,292

APPENDIX.

BIRTHS BY MONTHS, 1906—COUNTIES.

Counties.	Jan'ary.	Feb'ry.	March.	April.	May.	June.	July.	August.	Septem-ber.	October.	Novem-ber.	Decem-ber.	Totals.	No. of Pairs of Twins.	Triplets.	Illegiti-mate.	Still born.
Algoma :																	
Males	62	44	53	66	63	57	68	52	59	51	56	52	683	29	.....	3	17
Females	41	48	71	71	69	74	48	54	49	29	48	55	657	19	.....	13	7
Total	103	92	124	137	132	131	116	106	108	80	104	107	1,340	24 pair	.....	16	24
Brant :																	
Males	31	27	39	34	28	45	36	32	41	29	31	36	409	10	.....	7	23
Females	23	28	52	25	33	27	46	37	40	37	22	30	400	6	.....	6	12
Total	54	55	91	59	61	72	82	69	81	66	53	66	809	8 pair	.....	13	25
Bruce :																	
Males	50	42	41	68	56	54	55	49	68	42	61	34	620	12	.....	3	13
Females	39	38	56	50	49	47	54	51	44	51	46	47	572	8	.....	10	15
Total	89	80	97	118	105	101	109	100	112	93	107	81	1,192	10 pair	.....	13	28
Carleton :																	
Males	91	89	109	108	83	103	113	117	87	91	97	99	1,187	21	.....	88	23
Females	85	107	115	102	94	113	125	106	135	86	90	91	1,249	33	.....	112	28
Total	176	196	224	210	177	216	238	223	222	177	187	190	2,436	27 pair	.....	200	51
Dufferin :																	
Males	13	9	17	20	26	17	30	20	24	12	21	16	225	4	.....	.....	8
Females	11	20	19	19	23	14	20	14	17	14	13	16	200	4	.....	3	5
Total	24	29	36	39	49	31	50	34	41	26	34	32	425	4 pair	.....	3	13
Elgin :																	
Males	28	34	40	35	41	36	39	43	41	38	40	39	454	5	.....	5	3
Females	30	26	26	32	36	37	34	39	47	33	38	29	407	7	.....	2	2
Total	58	60	66	67	77	73	73	82	88	71	78	68	861	6 pair	.....	7	5
Essex :																	
Males	64	74	73	63	55	67	70	73	74	85	50	70	818	19	2	2	26
Females	50	49	75	71	61	53	64	64	70	61	56	57	731	15	1	3	10
Total	114	123	148	134	116	120	134	137	144	146	106	127	1,549	17 pair	1 case	5	36

Frontenac:																	
Males	42	35	45	51	31	34	53	43	51	34	46	30	495	6	.....	17	6
Females	31	36	40	49	23	36	35	31	40	31	45	34	431	12	.....	21	5
Total	73	71	85	100	54	70	88	74	91	65	91	64	926	9 pair	.....	38	11
Grey:																	
Males	59	56	62	51	61	54	61	66	59	57	44	56	686	10	3	3	17
Females	56	56	52	68	69	48	60	62	54	47	47	48	667	18	.....	6	11
Total	115	112	114	119	130	102	121	128	113	104	91	104	1,353	14 pair	1 case	9	28
Haldimand:																	
Males	16	16	20	18	17	20	16	18	13	23	13	20	210	6	.....	2	6
Females	17	25	28	21	19	16	18	13	19	18	15	21	231	6	.....	.....	1
Total	33	41	48	39	36	36	34	31	32	42	28	41	441	6 pair	.....	2	7
Halton:																	
Males	16	15	18	11	21	23	11	22	20	18	11	17	203	5	.....	4	4
Females	12	15	22	25	14	20	19	12	18	21	17	10	205	3	.....	1	1
Total	28	30	40	36	35	43	30	34	38	39	28	27	408	4 pair	.....	5	5
Haliburton:																	
Males	11	9	10	6	17	8	10	6	15	9	8	3	112	5	.....	2	3
Females	6	4	10	7	10	5	6	5	10	9	5	8	85	3	.....	1	1
Total	17	13	20	13	27	13	16	11	25	18	13	11	197	4 pair	.....	3	4
Hastings:																	
Males	39	43	51	49	44	57	47	56	41	43	44	52	566	15	.....	9	13
Females	34	42	59	54	39	49	46	63	44	59	40	55	584	15	.....	3	16
Total	73	85	110	103	83	106	93	119	85	102	84	107	1,150	15 pair	.....	12	29
Huron:																	
Males	45	47	58	58	47	53	40	52	47	48	38	40	573	13	.....	4	18
Females	40	51	44	51	49	53	39	49	46	47	44	44	557	13	.....	13	14
Total	85	98	102	109	96	106	79	101	93	95	82	84	1,130	13 pair	.....	17	32
Kent:																	
Males	64	52	48	43	62	57	53	63	61	46	44	47	640	27	.....	6	12
Females	46	49	47	43	47	45	37	60	67	51	46	45	583	11	.....	2	15
Total	110	101	95	86	109	102	90	123	128	97	90	92	1,223	19 pair	.....	8	27

BIRTHS BY MONTHS, 1906—COUNTIES.—*Continued.*

Counties.	Jan'ary.	Feb'ry.	March.	April.	May.	June.	July.	August.	Septem-ber.	October.	Novem-ber.	Decem-ber.	Total.	No. of Pairs of Twins.	Triplets.	Illegiti-mates.	Still born.
Lambton :																	
Males	44	42	57	63	68	66	49	58	59	53	38	44	641	9	.....	7	19
Females	36	35	46	42	53	53	44	53	51	42	42	55	552	11	.....	3	16
Total	80	77	103	105	121	119	93	111	110	95	80	99	1,193	10 pair	.....	10	35
Lanark :																	
Males	31	31	25	23	27	40	31	34	36	25	30	24	357	8	.....	3	11
Females	30	34	22	21	28	34	35	28	31	26	25	31	345	8	.....	4	8
Total	61	65	47	44	55	74	66	62	67	51	55	55	702	8 pair	.....	7	19
Leeds and Grenville :																	
Males	38	51	66	46	50	49	49	53	60	61	48	45	616	12	.....	20	4
Females	35	41	51	36	31	42	44	43	59	53	35	38	508	8	.....	12	8
Total	73	92	117	82	81	91	93	96	119	114	83	83	1,124	10 pair	.....	32	12
Lennox and Addington :																	
Males	11	12	11	14	17	16	24	16	12	11	18	12	174	3	.....	2	2
Females	9	16	19	21	13	10	11	20	12	20	24	11	186	3	.....	4	1
Total	20	28	30	35	30	26	35	36	24	31	42	23	360	3 pair	.....	6	3
Lincoln :																	
Males	19	30	32	32	27	29	31	33	26	30	28	30	347	4	.....	7	2
Females	25	39	27	22	33	26	36	30	27	27	16	14	322	8	.....	11	6
Total	44	69	59	54	60	55	67	63	53	57	44	44	669	6 pair	.....	18	8
Middlesex :																	
Males	84	64	82	72	87	97	74	113	77	70	64	76	960	27	.....	15	40
Females	78	60	82	83	93	75	76	89	84	79	55	69	923	29	.....	14	30
Total	162	124	164	155	180	172	150	202	161	149	119	145	1,883	28 pair	.....	29	70
Muskoka :																	
Males	31	28	42	25	33	24	24	45	26	22	19	18	337	10	.....	3	11
Females	23	21	30	34	26	30	34	29	29	22	14	25	317	8	.....	2	2
Total	54	49	72	59	59	54	58	74	55	44	33	43	654	9 pair	.....	5	13

Nipissing :																	
Males	69	63	66	66	63	64	58	53	63	49	69	81	764	17	.....	8	20
Females	56	68	74	68	64	74	42	57	59	39	42	50	693	13	.....	4	9
Total	125	131	140	134	127	138	100	110	122	88	111	131	1,457	15 pair	.....	12	29
Norfolk :																	
Males	15	23	31	17	19	31	23	20	23	26	22	18	268	7	.....	2	6
Females	17	22	20	26	28	19	21	21	28	23	18	27	270	7	.....	4	2
Total	32	45	51	43	47	50	44	41	51	49	40	45	538	7 pair	.....	6	8
Northumberland and Durham																	
Males	38	36	61	48	50	61	49	50	56	55	51	36	591	6	.....	3	11
Females	44	36	44	56	40	29	34	53	48	51	44	40	519	4	.....	4	14
Total	82	72	105	104	90	90	83	103	104	106	95	76	1,110	5 pair	.....	7	25
Ontario :																	
Males	41	33	43	38	47	33	29	37	36	34	28	34	433	4	.....	5	6
Females	29	28	27	26	32	28	33	37	35	38	29	30	372	6	.....	2	10
Total	70	61	70	64	79	61	62	74	71	72	57	64	805	5 pair	.....	7	16
Oxford :																	
Males	32	33	52	41	40	33	41	43	43	54	37	28	477	6	.....	.....	8
Females	47	38	41	41	36	35	35	52	49	47	40	37	498	4	3	4	13
Total	79	71	93	82	76	68	76	95	92	101	77	65	975	5 pair	1 case	4	21
Parry Sound :																	
Males	35	24	34	45	35	40	35	41	33	37	29	30	418	19	.....	4	8
Females	22	14	27	43	35	42	42	49	42	27	24	29	396	19	.....	2	5
Total	57	38	61	88	70	82	77	90	75	64	53	59	814	19 pair	.....	6	13
Peel :																	
Males	12	24	17	14	11	18	17	15	11	24	19	12	194	5	.....	.....	4
Females	17	17	23	15	18	8	12	20	8	21	14	17	190	3	.....	.....	2
Total	29	41	40	29	29	26	29	35	19	45	33	29	384	4 pair	.....	.....	6
Perth :																	
Males	48	35	46	55	45	50	40	45	47	60	35	40	546	16	.....	8	13
Females	35	45	30	58	40	53	48	47	36	43	39	34	508	18	.....	3	8
Total	83	80	76	113	85	103	88	92	83	103	74	74	1,054	17 pair	.....	11	21

BIRTHS BY MONTHS, 1906—COUNTIES.—*Continued.*

Counties.	Jan'ary.	Feb'ry.	March.	April.	May.	June.	July.	August.	Septem-ber.	October.	Novem-ber	Decem-ber.	Total.	No. of Pair of Twins.	Triplets.	Illegiti-mate.	Still born.
Peterboro' :																	
Males	31	34	41	33	33	34	29	56	40	29	39	45	444	6	.....	1	5
Females	28	34	33	34	31	46	38	40	39	37	37	29	126	10	.....	2	9
Total	59	68	74	67	64	80	67	96	79	66	76	74	870	8 pair	.....	3	14
Prescott and Russell :																	
Males	64	63	89	86	88	77	77	75	90	73	74	61	917	19	.....	1	21
Females	50	72	77	77	77	89	84	67	87	88	68	66	902	19	.....	2	17
Total	114	135	166	163	165	166	161	142	177	161	142	127	1,819	19 pair	.....	3	38
Prince Edward :																	
Males	15	6	11	14	15	18	16	15	16	16	12	10	164	4	.....	3	7
Females	11	8	15	5	15	20	13	14	13	13	16	8	151	6	.....	1	2
Total	26	14	26	19	30	38	29	29	29	29	28	18	315	5 pair	.....	4	9
Rainy River :																	
Males	14	10	24	16	15	23	16	22	15	13	10	16	194	6	.....	.....	3
Females	16	11	15	18	15	14	15	18	21	20	14	11	188	6	.....	.....	3
Total	30	21	39	34	30	37	31	40	36	33	24	27	382	6 pair	.....	.....	6
Renfrew :																	
Males	66	68	53	67	64	55	50	59	61	60	55	53	711	21	.....	5	13
Females	52	62	67	60	58	56	53	64	51	50	38	59	670	28	.....	7	16
Total	118	130	120	127	122	111	103	123	112	110	93	112	1,381	26 pair	.....	12	29
Simcoe :																	
Males	93	61	103	106	82	77	88	91	71	75	67	74	988	29	1	13	39
Females	80	84	83	94	77	92	74	84	73	71	69	88	969	21	2	7	25
Total	173	145	186	200	159	169	162	175	144	146	136	162	1,957	25 pair	1 case	20	64
Stormont, Dundas & Glen:																	
Males	52	57	86	66	59	65	62	74	66	44	56	64	751	22	.....	4	14
Females	49	46	61	62	60	66	61	65	61	67	59	58	718	18	.....	3	7
Total	101	103	150	128	119	131	123	139	127	111	115	122	1,469	20 pair	.....	7	21

Thunder Bay :																	
Males	27	24	39	17	20	20	34	34	19	18	25	27	304	6		3	13
Females	26	31	29	27	30	22	37	34	23	22	29	24	334	6		3	3
Total	53	55	68	44	50	42	71	68	42	40	54	51	638	6 pair		6	16
Victoria :																	
Males	26	28	32	36	45	35	40	28	45	32	26	23	396	8		3	12
Females	22	27	30	28	34	29	27	29	25	25	28	27	331	6		4	7
Total	48	55	62	64	79	64	67	57	70	57	54	50	727	7 pair		7	19
Waterloo :																	
Males:	53	52	57	61	72	51	65	42	47	53	57	50	660	20	1	6	9
Females	45	41	45	41	65	62	42	47	46	53	43	60	590	16	2	3	7
Total	98	93	102	102	137	113	107	89	93	106	100	110	1,250	18 pair	1 case	9	16
Welland :																	
Males	31	24	26	41	30	31	43	23	43	40	33	33	398	11		4	9
Females	35	29	34	20	26	27	26	31	34	35	27	27	351	3		2	5
Total	66	53	60	61	56	58	69	54	77	75	60	60	749	7 pair		6	14
Wellington :																	
Males	38	42	42	47	52	52	44	42	58	48	29	42	536	6		1	14
Females	38	45	52	44	35	50	55	51	45	40	43	42	540	10		6	15
Total	76	87	94	91	87	102	99	93	103	88	72	84	1,076	8 pair		10	29
Wentworth :																	
Males	70	72	91	103	74	82	110	105	93	81	96	78	1,055	18		5	19
Females	72	72	89	88	86	75	98	76	83	69	74	70	952	14		15	14
Total	142	144	180	191	160	157	208	181	176	150	170	118	2,007	16 pair		20	33
York :																	
Males	311	293	377	387	338	357	400	349	328	366	284	316	4,106	105		153	84
Females	287	294	314	343	322	349	331	351	334	268	313	296	3,802	77		113	73
Total	598	587	691	730	660	706	731	700	662	634	597	612	7,908	91 pair		266	157
Total Males	2,070	1,955	2,420	2,360	2,258	2,313	2,350	2,383	2,301	2,185	2,002	2,031	26,628	624	7	448	609
Total Females	1,835	1,964	2,226	2,221	2,136	2,192	2,152	2,259	2,233	2,011	1,891	1,962	25,082	562	8	437	480
Grand Total	3,905	3,919	4,646	4,581	4,394	4,505	4,502	4,642	4,534	4,196	3,893	3,993	51,710	593 pair	5 cases	885	1,089

BIRTHS BY MONTHS, 1906—CITIES.

Cities.	Janu'ry.	Feb'ry.	March.	April.	May.	June.	July.	August.	Septem-ber.	October.	Novem-ber.	Decem-ber.	Total.	No. of Pairs of Twins.	Triplets.	Illegiti-mate.	Still Born.
Toronto :																	
Males	236	219	277	303	255	283	288	270	232	274	207	235	3,079	84	.....	128	67
Females	233	222	231	265	250	271	261	269	250	206	216	232	2,906	60	.....	99	49
Total	469	441	508	568	505	554	549	539	482	480	423	467	5,985	72 pair	.....	227	116
Hamilton :																	
Males	39	52	66	62	54	59	77	66	61	65	70	52	723	8	.....	3	11
Females	54	50	54	61	63	45	74	53	59	55	50	51	669	6	.....	8	4
Total	93	102	120	123	117	104	151	119	120	120	120	103	1,392	7 pair	.....	11	15
Ottawa :																	
Males	62	67	77	68	67	73	76	86	60	62	63	65	826	9	.....	87	8
Females	50	66	87	77	72	78	87	74	92	60	60	62	865	21	.....	111	14
Total	112	133	164	145	139	151	163	160	152	122	123	127	1,691	15 pair	.....	198	22
London :																	
Males	52	30	40	33	43	51	37	55	34	38	33	34	480	15	.....	12	21
Females	44	29	42	40	49	42	45	39	42	38	25	32	467	17	.....	10	24
Total	96	59	82	73	92	93	82	94	76	76	58	66	947	16 pair	.....	22	45
Kingston :																	
Males	21	12	20	21	11	13	27	18	23	16	21	15	218	2	.....	17	2
Females	13	16	12	24	13	10	16	14	20	14	14	12	178	8	.....	18	3
Total	34	28	32	45	24	23	43	32	43	30	35	27	396	5 pair	.....	35	5
Brantford :																	
Males	14	21	18	21	22	24	19	13	20	11	20	26	229	6	.....	4	16
Females	11	10	27	21	21	15	31	18	17	20	11	20	222	2	.....	3	10
Total	25	31	45	42	43	39	50	31	37	31	31	46	451	4 pair	.....	7	26
St. Thomas :																	
Males	14	14	13	14	12	14	17	15	11	13	10	13	160	3	.....	2	1
Females	10	9	13	11	14	9	8	17	14	15	13	7	140	1	.....	1	1
Total	24	23	26	25	26	23	25	32	25	28	23	20	300	2 pair	.....	3	2
Guelph :																	
Males	10	13	13	13	14	16	12	7	18	9	4	16	145	.....	.....	.....	6
Females	13	12	11	12	5	17	13	10	13	12	15	10	143	2	.....	3	1
Total	23	25	24	25	19	33	25	17	31	21	19	26	288	1 pair	.....	3	7

St. Catharines:																	
Males	11	12	11	13	7	14	19	15	11	9	7	15	144	1	.....	2	5
Females	10	9	8	10	6	11	15	14	7	10	5	3	108	3	.....	6	4
Total	21	21	19	23	13	25	34	29	18	19	12	18	252	2 pair	.....	8	9
Belleville:																	
Males	7	4	6	8	7	10	7	15	5	6	8	7	90	1	.....	2	2
Females	5	2	9	7	4	6	6	9	6	7	6	6	73	1	.....	2	6
Total	12	6	15	15	11	16	13	24	11	13	14	13	163	1 pair	.....	4	8
Stratford:																	
Males	16	8	14	14	15	12	10	11	16	14	9	12	151	2	.....	.....	1
Females	13	5	6	17	9	16	16	8	13	18	11	16	148	6	.....	.....	.....
Total	29	13	20	31	24	28	26	19	29	32	20	28	299	4 pair	.....	.....	1
Windsor:																	
Males	9	8	15	11	11	10	15	14	15	13	9	12	142	2	.....	1	10
Females	12	5	18	11	20	13	19	13	13	7	10	7	148	2	.....	1	4
Total	21	13	33	22	31	23	34	27	28	20	19	19	290	2 pair	.....	2	14
Chatham:																	
Males	6	6	8	4	9	12	7	11	9	6	7	6	91	8	.....	1	2
Females	10	9	6	6	2	8	5	16	8	10	10	10	100	4	.....	.....	2
Total	16	15	14	10	11	20	12	27	17	16	17	16	191	6 pair	.....	1	4
Woodstock:																	
Males	6	6	13	3	11	5	8	12	9	8	4	3	88	2	.....	.....	1
Females	9	8	6	8	10	13	8	10	3	13	6	9	103	.....	.....	2	4
Total	15	14	19	11	21	18	16	22	12	21	10	12	191	1 pair	.....	2	5
Peterboro:																	
Males	15	12	19	16	16	14	12	18	17	11	19	22	191	1	.....	.....	2
Females	8	11	15	15	13	29	16	16	15	13	15	14	180	3	.....	.....	4
Total	23	23	34	31	29	43	28	34	32	24	34	36	371	2 pair	.....	.....	6
Niagara Falls:																	
Male	7	4	3	8	9	2	8	6	8	10	8	8	81	2	.....	1	1
Female	8	9	5	4	6	8	4	2	7	9	7	4	73	.....	.....	.....	2
Total	15	13	8	12	15	10	12	8	15	19	15	12	154	1 pair	.....	1	3
Total Males	525	488	613	612	563	612	639	632	549	565	499	541	6,838	146	.....	260	156
Total Females	503	472	550	589	557	591	624	582	579	507	474	495	6,523	136	.....	264	132
Grand Total	1,028	960	1,163	1,201	1,120	1,203	1,263	1,214	1,128	1,072	973	1,036	13,361	141 pair	.....	524	288

Counties.	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	No date given.	Total.
Algoma	24	36	14	25	38	37	35	20	31	38	44	44	1	387
Brant	23	17	23	24	18	57	20	23	53	28	19	25	.....	330
Bruce	38	39	21	30	21	39	17	22	37	34	27	49	.....	374
Carleton	55	59	36	70	45	127	61	73	101	74	59	51	1	812
Dufferin	18	9	12	8	9	15	7	6	12	17	11	18	.....	142
Elgin	29	25	22	26	27	30	20	25	23	22	24	42	.....	315
Essex	123	144	113	110	137	209	193	184	201	164	134	131	.....	1,843
Frontenac	25	13	22	16	16	43	26	31	34	37	13	30	1	307
Grey	36	36	51	32	16	69	28	31	44	45	27	60	1	476
Haldimand	12	11	12	3	7	18	8	6	16	10	9	14	1	127
Halton	11	11	5	8	11	20	11	4	11	15	11	14	.....	132
Haliburton	1	1	2	.....	5	8	8	6	2	3	.....	5	.....	41
Hastings	42	42	30	31	29	59	31	25	44	33	29	53	.....	448
Huron	37	34	36	30	21	56	24	22	39	33	27	51	1	411
Kent	46	34	25	31	32	44	23	19	40	44	43	56	.....	437
Lambton	32	32	33	33	31	60	34	21	55	42	35	58	.....	466
Lanark	37	18	15	12	9	47	17	15	24	25	25	16	.....	260
Leeds and Grenville	44	36	25	39	21	41	23	32	50	45	28	41	3	428
Lennox and Addington	15	13	15	14	11	13	8	11	20	17	10	10	.....	157
Lincoln	15	15	10	19	10	37	18	21	34	31	15	15	.....	240
Middlesex	76	40	55	63	44	122	50	60	85	73	52	72	1	793
Muskoka	13	11	13	13	12	16	12	15	19	15	11	21	2	173
Nipissing	31	22	10	38	24	34	30	19	31	29	30	23	.....	321

Norfolk	21	8	18	22	16	28	7	7	21	16	13	26	.....	203
Northumberland and Durham	48	34	34	34	20	60	29	21	47	41	34	47	2	451
Ontario	28	30	22	25	14	33	15	15	24	28	19	34	.....	287
Oxford	25	18	25	26	20	47	25	13	28	22	21	33	.....	303
Parry Sound	16	13	14	14	17	26	15	15	17	15	24	17	.....	203
Peel	17	10	13	11	5	17	7	4	17	12	10	19	2	144
Perth	26	29	35	33	9	50	23	27	51	36	38	45	.....	402
Peterboro	37	22	24	18	17	41	25	18	34	38	23	26	.....	323
Prescott and Russell	35	38	7	28	19	43	42	23	35	37	13	5	1	326
Prince Edward	11	9	12	9	4	11	6	7	18	12	15	20	.....	134
Rainy River	11	5	11	10	8	14	9	17	14	19	10	16	.....	144
Renfrew	31	31	15	32	16	60	38	16	47	34	29	25	.....	374
Simcoe	41	37	48	52	33	81	44	41	61	58	55	74	1	626
Stormont, Dundas and Glengarry	34	42	25	41	26	61	27	19	49	37	41	45	1	448
Thunder Bay	17	11	5	15	12	27	24	20	30	15	14	22	.....	212
Victoria	24	19	15	23	20	27	10	13	28	14	18	25	1	237
Waterloo	35	25	25	34	27	60	20	34	51	34	34	39	.....	418
Welland	27	23	18	18	21	46	33	38	53	34	34	33	.....	378
Wellington	44	28	28	41	24	58	20	24	28	38	19	40	.....	392
Wentworth	64	52	38	64	43	134	47	58	100	91	70	88	1	850
York	227	199	170	276	208	619	259	291	430	343	231	317	1	3,571
Total	1,602	1,381	1,202	1,501	1,173	2,744	1,429	1,412	2,189	1,848	1,448	1,895	22	19,846

MARRIAGES BY DENOMINATIONS AND AGES, 1906.

Sex.	Religious denomination of bride and bridegroom.												How Married.		Totals.	Counties.	Ages.											
	Episcopalians.	Presbyterians.	Methodists.	Roman Catholic.	Baptists.	Congregationalists.	Lutherans.	Evangelical Association.	Quakers.	Mennonites.	Other denominations.	No denomination given.	License.	Banns.			Under 20 years of age.	From 20 to 24 years.	From 25 to 29 years.	From 30 to 34 years.	From 35 to 39 years.	From 40 to 44 years.	From 45 to 49 years.	From 50 to 54 years.	From 55 to 59 years.	From 60 to 64 years.	From 65 to 69 years.	70 years and over.	Ages not given.
Males	64	94	76	116	10	2	8	....	..	....	6	11	.....	.....	387	Algoma	3	133	137	57	27	11	7	3	5	....	....	..	4
Females	64	85	87	114	18	1	9	....	..	....	5	4	.....	.....	387		119	143	74	20	5	5	5	....	2	1	....	..	13
Total	128	179	163	230	28	3	17	....	..	....	11	15	809	78	774		122	276	211	77	32	16	12	3	7	1	....	..	17
Males	59	64	99	17	74	5	4	....	..	....	7	1	.....	.....	330	Brant	7	119	104	39	22	9	14	11	1	....	....	2	2
Females	57	63	98	17	71	11	3	....	..	....	2	8	.....	.....	330		42	135	75	33	23	3	6	5	1	....	....	..	7
Total	116	127	197	34	145	16	7	....	..	....	9	9	324	6	660		49	254	179	72	45	12	20	16	2	....	....	2	9
Males	39	132	108	37	18	1	19	5	1	1	8	5	.....	.....	374	Bruce	.....	100	125	71	39	9	12	3	2	4	5	1	3
Females	32	132	103	42	23	1	14	10	..	2	11	4	.....	.....	374		53	156	84	35	21	1	7	1	3	1	1	1	10
Total	71	264	211	79	41	2	33	15	1	3	19	9	337	37	748		53	256	209	106	60	10	19	4	5	5	6	2	13
Males	157	150	106	322	24	8	12	....	..	....	15	18	.....	.....	812	Carleton	9	261	255	120	63	32	28	16	13	1	9	3	2
Females	153	152	99	344	21	6	13	....	..	....	21	3	.....	.....	812		126	350	162	83	33	20	13	5	7	2	1	..	10
Total	310	302	205	666	45	14	25	....	..	....	36	21	635	177	1,624		135	611	417	203	96	52	41	21	20	3	10	3	12
Males	23	52	48	1	8	....	.....	....	..	....	10	....	.....	.....	142	Dufferin	.....	32	55	28	14	6	1	....	2	2	....	..	2
Females	29	49	45	2	4	1	.....	....	..	....	12	....	.....	.....	142		14	58	44	12	4	.....	3	1	....	1	....	..	5
Total	52	101	93	3	12	1	.....	....	..	....	22	....	141	1	284		14	90	99	40	18	6	4	1	2	3	....	..	7
Males	34	67	124	12	54	3	1	3	2	....	11	4	.....	.....	315	Elgin	3	113	94	42	19	14	14	4	3	6	1	1	1
Females	28	61	137	11	49	3	1	4	..	....	15	6	.....	.....	315		55	134	65	23	17	5	8	1	1	1	1	..	4
Total	62	128	261	23	103	6	2	7	2	....	26	10	309	6	630		58	247	159	65	36	19	22	5	4	7	2	1	5

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MARRIAGES BY DENOMINATIONS AND AGES.—*Continued.*

Sex.	Religious Denomination of bride and bridegroom.											How married.		Totals.	Counties.	Ages.										
	Episcopalians.	Presbyterians.	Methodists.	Roman Catholic.	Baptists.	Congregationalists.	Lutherans.	Evangelical Association.	Quakers.	Mennonites.	Other denominations.	No denomination given.	License.	Banns.			Under 20 years of age.	From 20 to 24 years.	From 25 to 29 years.	From 30 to 34 years.	From 35 to 39 years.	From 40 to 44 years.	From 45 to 49 years.	From 50 to 54 years.	From 55 to 59 years.	From 60 to 64 years.	From 65 to 69 years.	70 years and over.	Ages not given.
Males.....	75	111	155	33	51	21	4	1	2	....	5	8	.....	.....	466	Lambton	6	160	143	68	37	14	19	7	8	1	2	1	....
Females...	64	115	156	37	54	20	4	2	2	....	6	6	.....	.....	466		92	177	105	35	25	11	6	3	1	....	1	..	10
Total....	139	226	311	70	105	41	8	3	4	....	11	14	447	19	932		98	337	248	103	62	25	25	10	9	1	3	1	10
Males.....	65	80	65	39	6	....	....	....	..	....	4	1	.....	.....	260	Lanark	4	65	93	46	19	13	6	5	5	....	3	..	1
Females...	65	79	59	41	7	3	....	....	..	....	5	1	.....	.....	260		30	101	69	28	12	4	7	4	1	....	..	1	3
Total....	130	159	124	80	13	3	....	....	..	....	9	2	235	25	520		34	166	162	74	31	17	13	9	6	..	3	1	4
Males.....	78	79	175	64	21	1	1	....	..	....	3	6	.....	.....	428	Leeds and Grenville	4	130	164	57	31	17	4	7	4	5	1	3	1
Females...	77	74	185	61	19	2	....	....	..	....	5	5	.....	.....	428		68	189	100	21	18	8	9	4	2	2	..	..	7
Total....	155	153	360	125	40	3	1	....	..	....	8	11	392	36	856		72	319	264	78	49	25	13	11	6	7	1	3	8
Males.....	19	20	88	27	.....	....	...	....	..	....	3	....	.....	.....	157	Lennox and Addington	7	48	56	16	14	8	1	3	3	1	..	..	....
Females...	15	11	101	26	.....	....	....	....	..	....	1	3	.....	.....	157		34	22	76	8	6	4	2	2	1	....	..	..	2
Total....	34	31	189	53	.....	....	....	....	..	....	4	3	135	22	314		41	70	132	24	20	12	3	5	4	1	..	..	2
Males.....	54	43	80	24	17	3	2	4	..	....	11	2	.....	.....	240	Lincoln	4	86	82	34	15	9	....	6	1	1	1	1	....
Females...	57	43	85	25	12	2	2	2	..	....	11	1	.....	.....	240		39	107	53	19	9	4	2	2	1	....	..	1	3
Total....	111	86	165	49	29	5	4	6	..	....	22	3	225	15	480		43	193	135	53	24	13	2	8	2	1	1	2	3
Males.....	169	173	299	42	71	5	5	1	..	1	13	14	.....	.....	793	Middlesex	7	231	292	131	47	30	21	5	12	5	7	2	....
Females...	181	163	286	48	77	5	4	1	1	....	16	11	.....	.....	793		112	342	191	66	29	16	10	5	6	3	3	..	10
Total	350	336	585	90	148	10	9	2	1	1	29	25	773	20	1,586		119	573	483	197	76	46	34	10	18	8	10	2	10

Males.....	43	42	59	11	7	1	3	....	..	....	5	2	.....	.....	173	Muskoka	3	28	80	28	14	6	4	5	....	3	1	..	1
Females...	37	47	58	14	9	....	2	....	..	....	6	....	.....	.....	173		43	73	27	12	11	2	....	1	....	1	1	..	2
Total	80	89	117	25	16	1	5	....	..	....	11	2	166	7	346		46	101	107	40	25	8	4	6	....	4	2	..	3
Males.....	38	51	41	157	13	....	8	....	..	....	8	5	.....	.....	321	Nipissing	7	151	106	20	16	7	6	4	....	....	1	..	3
Females...	34	52	39	156	19	....	10	....	..	....	6	5	.....	.....	321		126	123	45	9	5	7	3	....	....	....	..	..	3
Total	72	103	80	313	32	....	18	....	..	....	14	10	221	100	642		133	274	151	29	21	14	9	4	....	....	1	..	6
Males.....	21	21	97	5	49	....	1	....	..	....	5	4	.....	.....	203	Norfolk.....	2	76	76	20	8	8	4	4	1	....	1	3	....
Females....	17	22	83	5	68	....	2	....	..	....	3	3	.....	.....	203		39	88	50	10	6	4	2	1	....	1	1	..	1
Total	38	43	180	10	117	....	3	....	..	....	8	7	198	5	406		41	164	126	30	14	12	6	5	1	1	2	3	1
Males.....	52	90	266	15	13	3	....	....	..	....	8	4	.....	.....	451	Northumberland and Durham ..	4	147	137	69	48	14	6	14	5	3	..	4	....
Females..	64	81	258	22	9	3	....	....	..	....	10	4	.....	.....	451		59	188	112	43	11	22	8	1	....	3	1	2	1
Total	116	171	524	37	22	6	....	....	..	....	18	8	438	13	902		63	335	249	112	59	36	14	15	5	6	1	6	1
Males.....	39	64	126	28	19	2	....	....	..	....	8	1	.....	.....	287	Ontario	3	88	111	44	22	5	5	3	2	2	..	2	...
Females....	26	67	137	26	17	....	....	....	2	2	9	1	.....	.....	287		41	128	71	26	10	4	1	1	1	2	..	1	1
Total	65	131	263	54	36	2	....	....	2	2	17	2	262	25	574		44	216	182	70	32	9	6	4	3	4	..	3	1
Males	42	57	126	17	42	3	2	2	2	6	4	....	.....	.....	303	Oxford	4	95	107	42	19	12	7	4	4	3	3	3	....
Females....	43	56	121	13	42	5	2	2	1	7	6	5	.....	.....	303		38	129	65	31	12	9	7	4	1	2	2	..	3
Total	85	113	247	30	84	8	4	4	3	13	10	5	289	14	606		42	224	172	73	31	21	14	8	5	5	5	3	3
Males.....	29	59	63	32	8	....	2	2	..	....	5	3	.....	.....	203	Parry Sound.....	3	73	70	32	12	9	1	2	1	.....	..	..	....
Females...	32	52	70	31	5	....	....	3	..	....	5	5	.....	.....	203		68	78	25	15	9	2	2	1	....	....	..	..	3
Total	61	111	133	63	13	....	2	5	..	....	10	8	179	24	406		71	151	95	47	21	11	3	3	1	....	..	..	3
Males.....	20	36	70	7	6	1	....	1	..	....	1	2	.....	.....	144	Peel	1	30	57	28	11	9	3	1	....	1	1	..	2
Females ..	25	31	68	7	9	2	....	....	..	....	1	1	.....	.....	144		8	68	38	13	9	2	2	1	....	....	..	..	3
Total	45	67	138	14	15	3	....	1	..	....	2	3	135	9	288		9	98	95	41	20	11	5	2	....	1	1	..	5
Males.....	49	91	109	38	22	4	50	19	1	9	4	6	....	.....	402	Perth	2	102	163	73	27	16	7	3	2	3	3	1	....
Females...	47	103	100	35	14	4	57	24	..	9	6	3	.....	.....	402		32	171	119	40	20	5	8	....	2	....	..	..	5
Total	96	194	209	73	36	8	107	43	1	18	10	9	366	36	804		34	273	282	113	47	21	15	3	4	3	3	1	5

MARRIAGES BY DENOMINATIONS AND AGES, 1906.—*Concluded.*

Sex.	Religious Denominations of bride and bridegroom.											How married.		Totals.	Counties.	Ages.										
	Episcopalians.	Presbyterians.	Methodists.	Roman Catholic.	Baptists.	Congregationalists.	Lutherans.	Evangelical Association.	Quakers.	Mennonites.	Other denominations.	No denomination given.	License	Banns.			Under 20 years of age.	From 20 to 24 years.	From 25 to 29 years.	From 30 to 34 years.	From 35 to 39 years.	From 40 to 44 years.	From 45 to 49 years.	From 50 to 54 years.	From 55 to 59 years.	From 60 to 64 years.	From 65 to 69 years.	70 years and over.	Ages not given.
Males	56	67	102	54	24	1	1	....	1	....	12	5	.....	.....	323	Peterboro	3	106	121	50	23	6	9	2	....	....	1	..	2
Females	53	58	121	56	20	1	.....	....	..	....	12	2	.....	.....	323		36	147	87	30	10	6	2	....	....	1	..	..	4
Total	109	125	223	110	44	2	1	....	1	....	24	7	275	48	646		39	253	208	80	33	12	11	2	....	1	1	..	6
Males	13	21	14	257	8	....	.....	....	..	....	.....	13	.....	.....	326	Prescott and Russell	7	162	92	30	20	4	3	2	....	....	1	1	4
Females	13	22	12	270	9	....	.....	....	..	....	.....	....	.....	.....	326		101	149	42	15	3	4	1	1	....	....	2	..	8
Total	26	43	26	527	17	....	.....	..	..	....	.....	13	107	219	652		108	311	134	45	23	8	4	3	....	....	3	1	12
Males	23	7	89	7	3	....	.....	....	..	...	3	2	.....	.....	134	Prince Edward	6	53	32	24	5	4	5	2	1	1	1	..	....
Females	13	3	105	7	1	..	.....	....	1	....	3	1	.....	.....	134		29	45	36	11	3	3	3	1	....	....	1	..	2
Total	36	10	194	14	4	....	.....	....	1	....	6	3	131	3	268		35	98	68	35	8	7	8	3	1	1	2	..	2
Males	26	43	26	22	6	....	12	....	..	....	4	5	.....	.....	144	Rainy River	.....	47	58	16	13	2	3	2	1	....	1	..	1
Females	26	46	18	26	7	....	13	....	..	1	3	4	.....	.....	144		40	57	28	8	5	2	....	1	....	2	..	..	1
Total	52	89	44	48	13	....	25	....	..	1	7	9	131	13	288		40	104	86	24	18	4	3	3	1	2	1	..	2
Males	29	65	77	131	10	....	43	7	..	....	6	6	.....	.....	374	Renfrew	5	104	111	70	46	13	13	1	4	3	1	1	2
Females	28	78	50	146	9	....	38	13	..	....	7	5	.....	.....	374		78	142	88	32	16	7	3	....	3	....	..	1	4
Total	57	143	127	277	19	....	81	20	..	....	13	11	252	122	748		83	246	199	102	62	20	16	1	7	3	1	2	6
Males	118	174	210	81	14	2	3	....	..	1	19	4	.....	.....	626	Simcoe	11	172	243	92	65	14	17	3	5	2	1	1	....
Females	100	198	199	80	16	1	.....	....	1	3	22	6	.....	.....	626		115	261	143	54	23	15	6	2	....	....	1	..	6
Total	218	372	409	161	30	3	3	....	1	4	41	10	556	70	1,252		126	433	386	146	88	29	23	5	5	2	2	1	6

Males.....	45	108	109	164	7	3	6	....	..	....	1	5	.....	.....	448	Stormont, D. and Glen.	5	147	143	65	38	19	11	12	4	....	2	..	2
Females..	36	110	110	164	15	2	6	....	..	....	3	2	.....	.....	448		47	172	132	42	25	11	2	10	3	....	2	..	2
Total	81	218	219	328	22	5	12	....	..	....	4	7	321	127	896		52	319	275	107	63	30	13	22	7		4	..	4
Males.....	42	36	27	54	10	1	38	....	..	....	.....	4	.....	.....	212	Thunder Bay	2	79	79	29	15	4	3	1	....	....	....	..	....
Females...	30	31	33	66	7	1	39	....	..	....	4	1	.....	.....	212		51	88	44	18	6	4	1	....	....	....	....	..	....
Total	72	67	60	120	17	2	77	....	..	....	4	5	162	50	424		53	167	123	47	21	8	4	1	....	....	....	..	....
Males.....	34	54	113	20	8	1	1	....	1	....	2	3	.....	.....	237	Victoria	2	78	84	33	15	8	7	3	1	2	2	1	1
Females...	40	49	107	22	13	....	.....	....	..	....	5	1	.....	.....	237		36	100	60	21	6	3	3	4	1	....	....	..	3
Total	74	103	220	42	21	1	1	....	1	....	7	4	219	18	474		38	178	144	54	21	11	10	7	2	2	2	1	4
Males.....	27	64	64	74	17	2	91	21	..	40	12	6	.....	.....	418	Waterloo	4	148	142	67	25	10	7	7	2	1	...	4	1
Females....	23	56	63	75	16	....	101	21	..	44	14	5	.....	.....	418		47	203	102	32	10	6	5	1	3	....	1	..	8
Total	50	120	127	149	33	2	192	42	..	84	26	11	299	119	836		51	351	244	99	35	16	12	8	5	1	1	4	9
Males.....	61	67	108	47	34	5	18	3	..	....	21	14	.....	.....	378	Welland	5	110	108	60	38	26	17	4	5	1	...	..	4
Females....	62	65	108	42	32	5	19	3	3	1	27	11	.....	.....	378		56	131	87	49	26	13	3	4	....	....	....	..	9
Total	123	132	216	89	66	10	37	6	3	1	48	25	348	30	756		61	241	195	109	64	39	20	8	5	1	....	..	13
Males.....	55	139	110	35	20	5	7	1	..	3	16	1	.....	.....	392	Wellington ..	2	98	144	77	31	17	9	4	6	3	...	.	1
Females ...	49	139	116	34	12	9	5	2	..	2	22	2	.....	.....	392		42	185	87	43	17	7	4	1	....	....	....	..	6
Total	104	278	226	69	32	14	12	3	..	5	38	3	363	29	784		44	283	231	120	48	24	13	5	6	3	....	..	7
Males.....	191	172	256	94	61	8	21	2	..	....	21	24	.....	.....	850	Wentworth ..	13	320	279	119	56	23	14	10	7	4	1	..	4
Females ...	174	143	297	109	72	2	3	....	..	....	24	26	.....	.....	850		134	362	209	77	34	14	5	5	2	2	....	..	6
Total	365	315	553	203	133	10	24	2	..	....	45	50	818	32	1,700		147	682	488	196	90	37	19	15	9	6	1	..	10
Males.....	1,123	737	922	280	184	56	32	1	6	7	204	19	.....	.....	3,571	York	35	1,225	1,302	458	231	118	73	41	28	19	15	9	17
Females....	1,131	659	892	304	225	43	31	1	8	9	208	60	....	.....	3,571		418	1,594	895	321	149	61	32	22	11	11	3	..	54
Total	2,254	1,396	1,814	584	409	99	63	2	14	16	412	79	3,380	191	7,142		453	2,819	2,197	779	380	179	105	63	39	30	18	9	71
Males	3,524	4,134	6,158	3,010	1,237	184	565	84	18	72	596	264	.....	.....	19,846	Grand Total.	280	6,638	6,619	2,865	1,479	728	464	276	182	102	73	62	72
Females..	3,458	3,942	6,088	3,151	1,326	203	567	107	21	84	639	260	.....	.....	19,846		3,352	8,270	4,548	1,722	799	380	248	122	62	52	33	9	249
Total	6,982	8,076	12,246	6,161	2,563	387	1,132	191	39	156	1,235	524	17,792	2,054	39,692		3,632	14,908	11,167	4,587	2,278	1,108	712	398	244	154	112	71	321

CAUSES OF DEATHS BY COUNTIES, IN 1906.—ALGOMA.—(Including Municipalities of all Classes.)

General Diseases.	Sex.			Nativity.			Social Con.			Ages.																								Months.												Totals.
										Under 5.																																						
	Male.	Female.	Not stated.	Canada.	Foreign.	Not stated.	Single.	Married.	Not stated.	0-1.	1.	2.	3.	4.	5-9.	10-14.	15-19.	20-24.	25-29.	30-34.	35-39.	40-44.	45-49.	50-59.	60-69.	70-79.	80 and over.	Not given.	Jan.	Feb.	March.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.	
Number of Column.	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41
I. COMMUNICABLE (EPIDEMIC) DISEASES.																																													
1. Typhoid Fever	29	4	....	19	9	5	23	9	1	....	..	..	..	1	..	1	1	1	7	3	2	..	1	1	1	..	..	1	1	..	2	..	1	..	2	1	6	10	6	1	33
2. Measles	1	2	....	3	....	....	3	....	....	3	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	2	..	..	..	..	3
3. Whooping Cough	....	5	....	4	1	....	5	....	....	1	1	1	..	1	1	..	..	..	..	..	..	..	..	..	..	..	..	..	2	1	..	..	..	2	..	..	..	..	..	..	..	5
4. Diphtheria and Croup	7	5	....	11	1	....	12	....	....	1	..	2	1	1	3	1	..	..	..	..	..	..	..	..	..	..	..	..	1	..	1	..	1	..	..	1	3	3	..	2	12
5. Influenza	1	2	....	2	1	....	2	1	....	1	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	1	..	..	1	1	..	..	..	..	..	..	..	..	..	1	..	3
6. Other Epidemic Diseases	....	1	....	1	....	....	1	....	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	1
Total	38	19	....	40	12	5	46	10	1	7	1	3	4	2	1	4	4	11	7	3	2	..	1	1	1	1	..	1	5	3	3	1	1	3	2	5	11	13	7	3	57
II. OTHER GENERAL DISEASES.																																												
1. Pyaemia and Septicaemia	2	....	....	....	2	....	....	2	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	1	..	..	1	..	..	..	..	1	..	..	..	..	..	..	..	2
2. Tuberculosis and Scrofula	39	31	....	61	7	2	41	28	1	2	4	1	..	1	3	5	10	9	5	8	3	6	4	8	..	..	..	1	6	5	8	8	4	6	2	7	5	7	6	5	70
3. Anaemia	....	2	....	2	..	..	....	2	....	..	..	..	..	..	..	..	..	..	..	1	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	1	..	1	..	..	..	2
4. Cancer	10	7	....	8	8	1	2	14	1	..	..	..	..	..	..	1	..	..	..	1	2	..	1	2	5	3	1	1	2	1	4	4	..	1	..	3	..	..	2	..	17
5. Rheumatism and Gout	2	1	....	3	....	....	1	2	....	..	..	..	..	..	..	1	..	..	1	..	..	..	..	..	1	..	..	..	..	1	..	..	..	1	..	..	..	..	..	1	..	3
6. Diabetes	....	2	....	1	1	....	1	1	....	..	..	..	..	..	..	1	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	2	..	..	..	..	..	..	..	2
7. Other General Diseases	1	....	....	....	1	....	....	1	....	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	1
Total	54	43	....	75	19	3	45	50	2	2	4	1	..	2	1	6	10	9	6	1	5	7	6	11	7	3	1	2	9	8	12	12	5	11	3	10	6	7	6	8	97
Local Diseases.																																												
III. DISEASES OF NERVOUS SYSTEM.																																												
1. Encephalitis	2	....	....	2	....	....	2	....	....	1	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	1	..	..	..	..	..	..	..	..	..	2
2. Simple Meningitis	6	5	....	10	....	1	9	2	....	1	3	1	..	..	3	..	1	..	..	1	1	..	..	..	..	..	..	..	1	..	..	1	3	1	1	..	2	1	..	1	11
3. Congestion and Hemorrhage of Brain	6	3	....	5	2	2	4	5	....	1	..	..	..	..	1	1	..	..	..	1	..	..	2	1	2	..	..	..	..	2	2	2	..	..	1	1	..	..	..	1	9
4. Paralysis without specified cause	2	1	....	....	3	....	2	1	....	..	..	..	..	..	..	..	..	..	..	..	..	2	..	1	..	..	..	..	..	..	1	..	1	..	..	..	..	..	1	..	..	3
5. Insanity	....	1	....	1	....	....	1	....	....	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	1
6. Convulsions (not puerperal)	1	2	....	3	....	....	3	....	....	3	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	1	..	..	..	..	..	..	..	3
7. Tetanus	1	1	....	1	1	....	1	1	....	..	..	..	..	..	..	..	..	1	..	..	..	1	..	..	..	..	..	..	..	..	1	..	..	..	..	..	1	..	..	..	..	2
8. Other Nervous Diseases	1	3	....	3	....	1	3	1	....	1	..	1	..	..	1	..	..	..	..	..	..	..	..	1	..	..	..	..	1	3	..	..	..	..	..	..	..	..	..	..	..	4
Total	19	16	....	25	6	4	25	10	....	7	3	2	..	1	5	1	1	1	1	1	1	1	1	3	3	2	1	..	3	6	4	4	4	3	2	3	2	2	..	2	35
IV. DISEASES OF CIRCULATORY SYSTEM.																																											
1. Pericarditis	1	....	....	1	....	....	....	1	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	1
2. Endocarditis	1	1	....	1	....	1	....	2	....	..	..	..	..	..	..	..	..	..	2	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	1	..	..	..	2
3. Organic Heart Diseases	6	2	....	5	3	....	....	7	1	..	..	..	..	..	..	..	..	..	..	..	..	1	2	1	4	..	..	..	1	1	..	1	..	..	1	1	..	1	1	1	8
Total	8	3	....	7	3	1	....	10	1	..	..	..	..	..	..	..	..	..	2	..	..	1	2	2	4	..	..	..	1	1	1	1	..	..	1	2	1	1	1	1	11

ALGOMA.—*Concluded.*

Number of Column.	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41
V. RESPIRATORY SYSTEM.																																									
1. Acute Bronchitis	4	2	....	6	....	....	6	....	....	6	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	3	..	..	2	6
2. Chronic Bronchitis	1	....	....	1	....	....	....	1	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	1
3. Broncho-pneumonia	3	1	....	4	....	....	4	....	....	4	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	1	1	..	..	..	1	..	..	..	..	4
4. Pneumonia	23	15	....	31	6	1	17	17	4	9	1	1	1	..	2	1	..	2	2	3	2	..	4	4	1	4	1	..	2	7	6	7	3	3	3	..	1	1	4	1	38
5. Pleurisy	1	1	....	1	1	....	....	2	....	....	..	..	..	..	..	..	..	1	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	2
6. Congestion of the Lungs inc. pul. apoplexy	....	2	....	2	....	....	1	1	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	1	..	..	..	1	..	..	..	..	..	..	..	..	..	1	2
7. Asthma and Emphysema	1	2	....	2	1	....	1	2	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	1	1	1	..	..	..	2	..	..	1	..	..	..	..	..	..	..	3
8. Other Diseases of the Respiratory System	2	3	....	5	....	....	4	1	....	2	1	..	..	1	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	1	1	1	..	2	..	..	5
Total	35	26	....	52	8	1	33	24	4	21	2	1	1	1	2	1	..	3	2	3	2	..	4	5	5	7	1	..	2	12	7	9	5	5	4	1	5	3	4	4	61
VI. DIGESTIVE SYSTEM.																																								
1. Other Diseases of Stomach (cancer excepted)	7	2	....	4	4	1	5	4	....	....	..	..	1	..	1	..	..	..	..	..	..	..	2	..	5	..	..	..	..	..	1	..	1	1	1	1	2	..	1	1	9
2. Infantile Diarrhœa and Cholera Infantum	25	10	....	34	1	....	35	....	....	34	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	1	..	..	..	..	..	21	8	1	1	2	35
3. Diarrhœa and Enteritis (not infantile)	2	2	....	3	1	....	3	....	1	..	..	..	..	2	..	..	..	..	..	..	..	..	..	..	..	1	..	1	..	..	..	..	..	..	2	..	2	..	..	..	4
4. Dysentery	2	1	....	2	....	1	1	2	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	1	1	1	..	..	..	..	1	..	..	..	..	..	2	..	..	..	3
5. Hernia and Intestinal obstructions	1	....	....	1	....	....	1	....	....	....	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	1
6. Diseases of the Liver	4	2	....	5	1	....	3	3	....	1	..	..	..	..	..	..	..	1	2	..	..	..	1	..	1	..	..	..	1	..	..	1	1	2	..	..	1	..	..	..	6
7. Peritonitis (not puerperal)	2	3	....	3	....	2	2	3	....	....	..	..	..	..	..	1	1	..	..	..	..	1	1	..	1	..	..	..	..	1	1	..	..	..	..	..	2	..	..	..	5
8. Iliac Abc. (Typhlitis, peritiphlitis appendicitis)	5	2	....	7	....	....	3	3	1	....	..	..	..	1	1	1	..	..	..	..	..	..	..	1	2	..	..	..	..	1	..	1	..	..	..	1	3	..	..	..	7
Total	48	22	....	59	7	.. 4	53	15	2	35	1	..	1	3	2	2	2	1	2	..	..	2	5	3	8	2	..	1	3	3	4	2	2	3	4	25	17	1	2	4	70
VII. GENITO-URINARY SYSTEM.																																								
1. Acute Nephritis	1	....	....	....	1	....	1	....	....	....	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	1
2. Bright's Disease	2	3	....	2	2	1	....	5	....	....	..	..	..	..	..	..	..	..	1	..	2	..	..	1	1	..	..	..	..	..	1	..	..	..	2	1	..	1	..	..	5
3. Other Diseases of the Kidneys and Adnexa	3	1	....	1	2	1	1	3	....	....	..	..	..	..	..	..	..	..	..	..	1	..	1	1	1	..	..	..	..	2	..	..	..	..	..	..	..	1	..	..	4
4. Diseases of the Bladder	3	....	....	....	2	1	....	3	....	....	..	..	..	..	..	..	..	..	..	..	..	..	2	..	..	1	..	..	..	..	..	..	1	..	..	..	..	..	..	2	3
5. Diseases of the Female Genital Organs	....	1	....	....	....	1	....	1	....	....	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	1
Total	9	5	....	3	7	4	2	12	....	....	..	..	1	..	..	..	..	..	1	..	4	..	3	2	2	1	..	..	..	2	4	..	1	..	2	1	..	2	..	2	14
VIII. PUERPERAL DISEASES																																								
1. Puerperal Albuminuria and Convulsions	....	1	....	1	....	....	....	1	....	....	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	1
2. Other Accidents of Pregnancy, sudden death	....	7	....	7	....	....	....	6	1	....	..	..	..	..	..	..	..	1	2	2	1	1	..	..	..	..	..	..	..	1	..	..	..	1	2	1	..	..	..	1	1	7
Total	....	8	....	8	....	....	....	7	1	....	..	..	..	..	..	..	..	1	3	2	2	1	..	..	..	..	..	..	..	1	..	..	..	1	2	1	..	..	1	1	8
IX. THE SKIN AND CELLULAR TISSUE.																																								
1. Erysipelas	1	1	....	2	....	....	2	....	....	2	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	1	..	2
2. Other Diseases of the Skin (cancer excepted)	2	2	....	1	2	1	1	3	....	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2	1	..	..	..	..	..	..	..	..	1	..	1	1	1	..	4
Total	3	3	....	3	2	1	3	3	....	3	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2	1	..	..	..	1	..	..	..	..	1	..	1	1	2	..	6
X. LOCOMOTOR SYSTEM. (No cases in this class.)																																								
XI. MALFORMATIONS, ETC.																																								
1. Still Births	19	11	....	30	....	....	30	....	....	30	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	3	1	1	3	3	3	2	4	3	5	1	30
2. Congenital Debility and Malformations	34	30	1	65	....	....	65	....	....	65	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	5	6	5	7	7	4	7	3	6	6	4	5	65
3. Other Diseases of Infancy	17	13	....	30	....	....	30	....	....	30	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2	2	3	2	3	2	4	2	3	3	2	2	30
4. Senile Decay	16	18	....	17	16	1	4	30	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	3	18	13	..	2	3	6	1	2	2	3	1	4	6	..	4	34
Total	86	72	1	142	16	1	129	30	....	125	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	3	18	13	..	10	14	15	11	15	11	17	8	17	18	11	12	159

	Sex.			Nativity.			Social Con.			Ages.																														Months.												Totals.
										Under 5.																																											
General Diseases.	Male.	Female.	Not stated.	Canada.	Foreign.	Not stated.	Single.	Married.	Not stated.	0.1	1.	2.	3.	4.	5–9.	10–14.	15–19.	20–24.	25–29.	30–34.	35–39.	40–44.	45–49.	50–59.	60–69.	70–79.	80 and over.	Not given.	Jan.	Feb.	March	April	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.	
Number of Column.	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41
XII. SUICIDE.																																																	
1. Firearms	1	....	....	1	....	....	1	....	....	....	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	1
2. Not stated	1	....	....	....	1	....	....	1	....	....	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	1
Total	2	....	....	1	1	....	1	1	....	....	..	..	..	..	..	..	..	1	..	..	1	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	1	..	..	..	2
XIII. ACCIDENTS.																																																	
1. Fractures and Dislocations	5	....	....	....	3	2	2	1	2	....	..	..	..	..	..	..	..	3	1	1	..	..	..	..	..	..	..	..	..	1	..	1	..	1	..	..	1	..	..	1	..	5
2. Gunshot	6	....	....	6	....	....	....	6	....	....	..	..	..	..	..	2	1	2	..	1	..	..	..	..	..	..	..	..	3	..	..	..	..	..	..	..	..	..	..	..	..	6
3. Lightning	1	....	....	....	....	1	....	....	1	....	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	1
4. Drowning	18	....	....	11	4	3	11	4	3	....	..	..	..	..	..	3	2	3	2	4	1	..	..	..	..	..	..	3	..	1	..	1	1	5	1	2	3	..	3	1	18
5. Explosions	2	....	....	....	1	1	....	1	1	....	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	1	1	2
6. Railways	5	....	....	2	2	1	4	1	....	....	..	..	..	..	..	..	..	3	1	..	..	..	..	..	..	..	..	1	2	..	..	2	..	..	1	..	..	..	..	..	5
7. Burns and Scalds	2	2	....	3	1	....	3	1	....	....	..	..	..	..	..	..	..	1	..	1	..	1	..	..	..	1	..	..	..	1	1	..	..	..	..	..	..	..	..	2	4
8. Other accidents	23	3	....	16	3	7	17	8	1	1	..	1	..	..	..	1	2	8	1	2	..	1	2	4	2	..	..	1	1	1	2	3	3	1	1	1	1	3	4	5	26
Total	62	5	....	38	14	15	37	22	8	1	..	1	..	..	..	6	5	20	5	11	2	1	2	4	3	..	..	6	6	4	3	7	5	7	4	3	4	6	9	9	67
XIV. ILL-DEFINED CAUSES.																																																	
1. Dropsy	5	1	....	3	3	....	....	5	1	....	..	..	..	..	..	..	..	..	..	1	..	..	1	..	1	3	..	..	1	..	..	..	..	..	..	..	..	..	1	1	3	6
2. Tumors	1	2	....	....	3	....	....	2	1	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	3	..	..	..	..	..	..	2	..	1	..	..	..	..	..	..	3
3. Other ill-defined causes	14	10	....	16	4	4	14	7	3	9	..	1	..	..	2	1	2	2	1	3	..	..	..	1	..	1	..	1	1	..	..	1	1	4	2	..	4	4	..	7	24
4. Heart failure	15	16	....	19	8	4	9	21	1	3	..	..	..	..	..	..	1	..	..	..	..	2	3	6	9	2	2	3	3	6	2	1	1	3	1	2	1	7	2	1	31
Total	35	29	....	38	18	8	23	35	6	12	..	1	..	..	2	1	3	2	1	4	..	2	4	7	10	9	2	4	5	6	2	2	4	7	4	3	5	12	3	11	64
Total from all causes	399	251	1	491	113	47	397	229	25	213	11	9	7	9	19	21	26	51	29	34	18	13	27	38	46	48	18	14	45	61	55	49	43	52	45	61	70	67	48	55	651

CAUSES OF DEATHS BY COUNTIES IN 1906.—BRANT.—(Including Municipalities of all Classes).

General Diseases.	Sex.			Nativity.			Social Con.			Ages.																														Months.												Totals.
										Under 5.																																										
	Male.	Female.	Not stated.	Canada.	Foreign.	Not stated.	Single.	Married.	Not stated.	0.1	1.	2.	3.	4.	5–9.	10–14.	15–19.	20–24.	25–29.	30–34.	35–39.	40–44.	45–49.	50–59.	60–69.	70–79.	80 and over.	Not given.	Jan.	Feb.	March	April	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.	
Number of Column.	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41
I. COMMUNICABLE DISEASES.																																																	
1. Typhoid Fever	7	5	....	8	4	....	3	9	...	....	..	..	..	..	..	..	..	1	4	..	1	2	1	1	1	1	..	..	..	..	..	..	..	..	..	1	..	2	2	6	4	12
2. Measles	3	....	....	3	....	....	2	1	....	1	..	..	..	..	1	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	1	1	3
3. Whooping Cough	2	3	....	5	....	....	5	....	....	4	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	1	3	..	5
4. Diphtheria and Croup	3	1	....	3	1	....	4	....	....	1	..	1	..	..	1	1	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	1	..	..	..	..	..	..	2	..	..	4
5. Influenza	....	1	....	1	....	....	....	1	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	1	..	..	..	..	..	..	..	..	..	1
Total	15	10	....	20	5	....	14	11	....	6	1	1	..	..	2	1	..	1	4	1	1	2	1	1	1	1	1	..	..	1	..	2	..	..	2	..	3	5	10	2	25

BRANT.—*Continued.*

Number of Column.	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41
II. OTHER GENERAL DISEASES.																																									
1. Pyæmia and Septicæmia	....	3	....	3	....	....	1	2	....	....	..	..	..	..	..	..	..	1	1	..	..	..	..	..	..	..	1	..	..	..	..	2	..	..	..	..	..	..	..	..	3
2. Tuberculosis and Scrofula	26	24	....	39	10	1	29	20	1	5	..	..	..	..	..	..	3	5	11	9	1	3	..	5	2	1	1	1	3	4	7	10	3	2	5	6	5	3	..	2	50
3. Anæmia	1	4	....	5	....	....	1	4	....	....	..	..	..	..	..	..	..	1	1	1	..	2	..	..	..	..	..	..	..	..	2	..	..	..	..	..	..	1	..	1	..	5
4. Cancer	6	7	....	11	2	....	2	11	....	....	..	..	..	..	..	..	..	..	1	1	..	2	4	4	1	..	..	..	2	2	1	..	..	..	1	..	2	1	1	2	1	13
5. Rheumatism and Gout	1	1	....	1	1	....	....	1	1	....	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	1	1	..	..	..	..	..	2
6. Diabetes	4	3	....	5	1	1	2	5	....	....	..	..	..	..	..	..	..	2	..	3	..	..	1	..	..	1	..	..	1	1	1	..	..	1	1	..	1	..	1	..	..	7
Total	38	42	....	64	14	2	35	43	2	5	..	..	..	..	..	..	3	8	14	14	6	3	3	11	6	4	1	2	6	7	11	11	5	5	7	9	8	4	4	3	80
Local Diseases.																																									
III. NERVOUS SYSTEM.																																									
1. Meningitis	1	4	....	5	....	..	5	....	....	3	1	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	1	..	..	1	1	1	..	..	..	5
2. Congestion and Hemorrhage of Brain	12	10	....	8	14	....	4	17	1	3	..	..	..	..	..	..	..	..	..	..	..	..	2	2	7	6	2	..	3	4	1	3	2	1	3	1	..	..	1	3	22
3. Softening of the Brain	2	....	....	1	1	....	1	1	....	....	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	1	..	..	1	1	..	..	..	..	..	..	..	..	..	..	2
4. Paralysis without specified cause	1	7	....	5	3	....	4	4	....	....	..	..	..	..	..	..	..	..	..	..	..	..	1	2	2	2	1	..	..	1	..	2	2	..	..	..	1	1	1	8
5. Insanity	....	1	....	1	....	....	1	....	....	....	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	1
6. Epilepsy	1	....	....	....	1	....	1	....	....	....	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	1
7. Convulsions (not puerperal)	2	2	....	4	....	....	3	1	....	2	..	..	..	..	1	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	1	2	..	..	..	1	..	..	..	4
8. Other Nervous Diseases	4	5	....	7	2	....	3	4	2	....	..	..	..	..	1	1	..	..	1	..	1	..	..	1	1	3	..	..	2	1	..	3	1	1	..	..	1	..	..	..	9
Total	23	29	...	31	21	....	22	27	3	8	1	..	..	..	1	3	..	..	2	..	1	3	3	5	10	11	4	..	5	7	3	7	8	4	4	3	3	2	2	4	52
IV. CIRCULATORY SYSTEM.																																									
1. Pericarditis	1	..	....	1	....	....	....	1	....	....	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	1
2. Endocarditis	1	....	....	1	....	....	1	....	....	....	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	1
3. Organic Heart Diseases	14	16	....	16	14	....	6	22	2	....	..	..	..	..	..	..	..	..	..	..	..	..	2	5	9	9	3	2	1	2	3	1	3	1	3	2	4	2	2	6	30
4. Other Diseases of the Circulatory	....	1	....	1	....	....	....	1	....	....	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	1
Total	16	17	....	19	14	...	7	21	2	....	..	..	..	..	..	..	..	1	..	..	1	..	3	5	9	9	3	2	1	2	3	1	3	1	4	4	4	2	2	6	33
V. RESPIRATORY SYSTEM.																																									
1. Acute Bronchitis	....	2	....	2	....	....	2	....	....	2	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2	2	..	2	..	1	..	..	1	..	..	..	..	..	..	2
2. Chronic Bronchitis	2	2	....	1	3	....	....	4	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2	2	..	2	..	1	..	..	..	1	..	..	..	..	..	4
3. Broncho-pneumonia	3	3	....	5	1	....	5	1	....	5	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	2	..	..	..	2	..	..	..	..	1	..	1	6
4. Pneumonia	12	6	....	11	6	1	4	12	2	1	1	..	..	..	..	..	..	1	1	..	1	2	1	3	4	2	1	..	3	..	2	6	1	2	..	1	1	.	1	1	18
5. Congestion of the Lungs (incl. pul. apoplexy)	1	1	....	2	....	....	2	....	....	2	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	1	..	..	..	..	..	..	..	..	2
6. Asthma and Emphysema	....	2	..	2	....	....	2	....	....	1	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	1	2
Total	18	16	....	23	10	1	15	17	2	11	1	..	..	..	..	..	..	1	1	..	1	2	2	3	4	5	3	..	9	1	3	7	2	4	1	1	1	1	3	34
VI. DIGESTIVE SYSTEM.																																								
1. Other Diseases of Stomach (cancer excepted)	5	11	....	13	3	....	11	3	2	9	..	..	1	..	..	..	..	..	..	..	..	..	..	1	3	2	..	..	..	..	2	..	..	..	..	1	6	7	..	..	16
2. Infantile Diarrhœa and Cholera Infantum	11	6	....	20	....	....	20	....	19	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	3	9	7	..	..	..	20
3. Dysentery	1	1	...	....	2	1	1	1	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	1	..	..	..	..	..	..	..	..	..	1	1	..	..	2
4. Hernia and Intestinal obstructions	2	4	....	1	5	....	2	4	....	....	..	..	..	..	2	..	..	..	..	..	..	..	..	1	1	1	1	..	..	2	..	..	1	..	..	..	1	1	..	1	6
5. Other Diseases of the Intestines	1	....	....	1	....	....	....	1	....	....	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	1
6. Diseases of the Liver	2	4	....	2	3	1	1	4	1	1	..	..	..	..	..	..	..	..	..	..	..	..	..	3	1	1	..	..	1	1	..	1	..	..	1	..	2	..	..	..	6
7. Peritonitis (not puerperal)	3	1	....	4	....	....	1	3	....	....	..	..	..	..	..	1	..	..	1	..	..	..	..	1	1	..	..	..	..	..	..	..	..	..	1	1	1	..	1	..	4
8. Iliac Abscess and Appendicitis	1	2	....	3	....	....	2	1	....	....	..	..	..	..	..	1	..	1	..	..	1	..	..	..	..	..	..	..	1	..	..	..	1	..	..	..	..	1	..	..	..	3
Total	29	29	....	41	12	2	38	17	3	29	1	..	1	..	..	4	..	1	1	..	1	1	.	6	6	5	2	..	2	4	2	2	2	..	5	12	19	8	1	1	58

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CAUSES OF DEATHS BY COUNTIES IN 1906.—BRUCE.—(Including Municipalities of all Classes.)

General Diseases.	Sex.			Nativity.			Social Con.			Ages.																						Months.												Totals.
										Under 5.																																			
Number of Column.	Male.	Female.	Not stated.	Canada.	Foreign.	Not stated.	Single.	Married.	Not stated.	0.1	1.	2.	3.	4.	5–9.	10–14.	15–19.	20–24.	25–29.	30–34.	35–39.	40–44.	45–49.	50–59.	60–69.	70–79.	80 and over.	Not given.	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.																		

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BRUCE.—*Concluded.*

Number of Column.	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41
X. DISEASES OF THE LOCOMOTOR SYSTEM.																																									
1. Diseases of Bones and Joints	1	....	....	1	....	....	1	....	....	....	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	1
Total	1	....	....	1	....	....	1	....	....	....	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	1
XI. MALFORMATIONS, ETC.																																								
1. Still-Births	17	13	....	30	....	....	30	....	....	30	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	2	2	2	1	3	1	4	2	2	4	6	30
2. Congen. Debil. and Malformations	41	21	1	66	....	....	66	....	....	65	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	5	4	2	6	5	11	5	4	4	13	4	3	66
3. Other Diseases of Infancy	1	1	....	2	....	....	2	....	....	....	1	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	2
4. Senile Decay	51	51	....	17	85	....	11	87	4	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	3	33	66	..	5	6	12	1	5	7	4	9	8	11	12	9	102
Total	110	89	1	115	85	....	109	87	4	95	2	1	..	..	..	..	..	..	..	..	..	..	..	..	3	33	66	..	11	12	16	19	11	21	10	17	15	29	20	19	200
XII. SUICIDE.																																								
1. Strangulation	1	....	....	1	....	....	....	1	....	....	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	1
2. Drowning	....	1	....	1	..	....	....	1	....	....	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	1
3. Not Stated	1	....	....	....	1	....	....	1	....	....	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	1	..	..	..	..	..	..	..	..	..	1	..	..	..	..	1
Total	2	1	....	2	1	....	....	3	....	....	..	..	..	..	..	..	..	..	..	1	..	..	1	..	1	..	..	..	1	..	..	..	..	1	..	1	..	..	..	..	3
XIII. ACCIDENTS.																																								
1. Fractures and Dislocations	2	....	....	2	....	....	....	1	1	....	..	..	..	..	..	..	..	..	..	..	2	..	..	..	..	..	..	..	..	..	2	..	..	..	..	..	..	..	..	..	2
2. Drowning	3	....	....	2	1	....	2	1	....	....	..	..	..	1	..	1	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	1	1	..	1	..	..	..	..	3
3. Asphyxiation	2	....	....	2	....	....	2	....	....	2	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	1	..	..	..	2
4. Burns and Scalds	....	1	....	....	1	....	....	1	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	1	..	..	..	..	..	1
5. Other Accidents	8	9	....	11	3	....	9	8	....	1	..	1	..	..	1	2	..	3	..	2	..	..	1	..	1	2	3	..	1	..	2	1	1	2	..	1	3	4	1	1	17
Total	15	10	....	20	5	....	13	11	1	3	..	1	..	..	2	2	1	3	..	2	2	..	1	..	1	3	4	..	2	..	4	1	2	3	1	2	3	5	1	1	25
XIV. ILL-DEFINED CAUSES.																																								
1. Dropsy	3	5	....	4	4	....	....	7	1	....	..	..	..	..	..	..	..	..	..	..	..	..	1	1	1	3	2	..	3	1	2	..	..	..	..	..	..	1	..	1	..	8
2. Tumors	....	1	....	....	1	....	....	1	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	1
3. Other Ill-defined Causes	3	2	....	4	....	1	4	1	....	1	..	..	..	1	1	..	..	..	..	..	..	..	..	..	..	..	1	..	..	1	..	..	1	..	..	..	2	..	..	..	1	5
4. Heart Failure	17	23	....	19	21	....	7	32	1	1	..	..	..	..	..	..	..	..	2	4	..	1	3	6	11	11	1	..	3	5	1	9	4	2	1	..	4	5	3	3	40
Total	23	31	....	27	26	1	11	41	2	2	..	..	..	1	1	..	..	..	2	4	..	1	4	8	12	15	3	1	7	6	4	10	4	2	1	2	5	5	4	1	51
Total from all causes	392	403	1	520	270	6	358	429	9	176	17	8	7	3	14	18	18	23	29	27	26	18	34	49	59	142	122	4	58	58	74	69	56	64	38	61	90	90	58	80	796

CAUSES OF DEATHS BY COUNTIES IN 1906.—CARLETON—(Including Municipalities of all classes.)

General Diseases.	Sex.			Nativity.			Social Con.			Ages.																		Months.												Totals.
										Under 5.					5–9.	10–14.	15–19.	20–24.	25–29.	30–34.	35–39.	40–44.	45–49.	50–59.	60–69.	70–79.	80 and over.	Not given.	Jan.	Feb.	March.	April	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.	
	Male.	Female.	Not stated.	Canada.	Foreign.	Not stated.	Single.	Married.	Not stated.	0.1	1.	2.	3.	4.																									
Number of Column.	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41
I. COMMUNICABLE (EPIDEMIC) DISEASES.																																							
1. Typhoid Fever	24	10	....	26	7	1	11	14	6	....	..	..	1	2	..	1	3	3	6	4	3	3	3	2	2	..	..	1	4	..	2	1	1	1	2	1	4	7	5	3	34
2. Measles	5	6	....	11	....	....	10	1	....	1	6	1	..	..	2	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	2	..	1	1	3	..	..	..	..	1	11
3. Scarlet Fever	....	1	....	1	....	....	1	..	....	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	1
4. Whooping Cough	7	12	..	19	..	..	19	..	..	15	2	2	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	7	3	2	3	2	..	1	..	1	..	..	..	19
5. Diphtheria and Croup	18	10	....	26	2	....	25	1	2	5	3	4	4	3	5	2	..	..	..	..	..	1	..	..	..	..	..	1	2	3	3	2	1	1	1	2	7	2	3	28
6. Influenza	1	1	....	2	....	....	1	1	....	..	..	..	..	..	..	1	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2	2
7. Other Epidemic Diseases	2	....	....	2	....	....	1	1	....	..	..	..	..	1	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	1	0	1	..	..	2
Total	57	40	....	87	9	1	71	18	8	21	11	7	5	6	9	3	3	3	7	4	3	5	4	2	2	..	..	2	13	6	9	6	8	3	7	6	7	15	8	9	97
II. OTHER GENERAL DISEASES.																																							
1. Pyæmia and Septicæmia	4	5	....	7	2	....	4	3	2	1	1	..	..	..	1	..	1	2	..	1	..	..	..	..	..	1	1	..	1	..	2	1	..	2	..	..	..	2	..	1	9
2. Tuberculosis and Scrofula	76	82	....	134	21	3	87	63	8	20	4	3	1	1	2	4	18	15	11	29	12	8	8	10	5	3	..	1	19	6	10	13	25	10	9	29	11	8	9	9	158
3. Anæmia	8	7	....	14	1	....	4	11	....	1	1	..	..	..	..	..	..	1	..	..	1	..	1	..	6	4	1	..	..	..	..	3	1	1	1	1	1	1	2	..	15
4. Syphilis	4	5	....	9	....	....	9	..	....	9	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	1	1	1	..	1	1	2	..	1	..	..	9
5. Cancer	29	37	....	46	16	4	10	42	14	..	..	..	..	..	..	1	1	..	3	2	1	2	6	18	13	14	3	2	6	1	5	6	10	2	6	6	5	3	6	7	66
6. Rheumatism and Gout	2	4	....	5	1	....	3	2	1	..	..	..	1	..	..	1	1	..	..	..	..	..	..	2	1	..	..	..	..	..	..	2	..	1	..	1	..	1	..	1	6
7. Diabetes	3	4	....	5	2	....	2	5	....	..	..	..	..	..	..	..	..	..	..	1	2	..	..	1	..	1	2	..	..	..	..	2	1	..	1	1	..	1	..	1	7
8. Other General Diseases	1	3	....	4	....	....	1	3	....	..	..	1	..	..	..	..	..	..	1	..	..	..	..	1	..	1	..	..	1	..	1	..	..	..	..	..	..	..	1	..	4
9. Alcoholism, Acute and Chronic	1	....	....	1	....	....	1	....	....	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	1
Total	128	147	....	225	43	7	121	129	25	31	5	4	2	1	3	5	21	20	17	33	16	12	15	37	24	21	5	3	28	11	18	30	38	17	22	10	17	18	17	19	275
Local Diseases.																																							
III. NERVOUS SYSTEM.																																							
1. Encephalitis	....	2	....	2	....	....	1	....	1	..	..	..	..	..	1	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	1	2
2. Meningitis	8	13	....	21	....	....	20	....	1	10	4	1	1	..	2	1	2	..	..	..	..	1	..	..	..	..	..	..	1	2	1	4	..	1	4	2	1	..	1	21
3. Congestion and Hemorrhage of Brain	33	23	....	37	19	....	13	41	2	3	..	..	1	..	..	..	..	1	..	1	..	4	2	10	9	16	9	..	8	3	1	7	4	5	1	3	7	7	..	10	56
4. Paralysis without specified cause	17	23	....	28	11	1	3	34	3	..	..	..	..	..	..	..	..	..	..	..	..	1	2	1	5	11	8	10	2	5	4	..	6	1	4	1	5	2	3	3	6	40
5. Insanity	1	1	....	1	1	....	....	1	1	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	1	..	..	..	..	..	1	..	..	..	..	1	..	..	..	2
6. Epilepsy	4	4	....	7	1	....	4	1	3	..	..	..	..	..	1	..	..	..	2	1	..	..	..	2	2	..	..	..	..	..	1	1	1	..	1	1	..	2	1	8
7. Convulsions (not puerperal)	12	16	....	26	2	....	25	3	....	15	3	2	..	..	1	..	2	1	1	..	..	..	..	..	1	1	..	1	1	2	4	4	2	1	2	2	2	2	4	28
8. Other Nervous Diseases	6	5	....	9	2	....	5	6	....	1	..	1	..	..	..	..	1	..	1	1	1	..	..	1	2	1	1	..	1	..	..	..	..	3	..	2	1	1	1	2	11
Total	81	87	....	131	36	1	71	86	11	29	7	4	2	..	1	2	5	3	2	4	4	6	3	18	26	26	20	3	16	11	4	23	14	15	5	18	15	14	8	25	168
IV. CIRCULATORY SYSTEM.																																							
1. Endocarditis	16	10	....	16	9	1	3	19	4	..	..	..	..	..	..	1	1	1	..	2	2	1	2	1	8	5	2	..	3	1	2	4	2	1	1	1	2	1	5	3	26
2. Organic Heart Diseases	32	35	....	41	25	1	8	53	6	..	..	..	..	..	..	1	..	..	..	4	4	2	..	10	22	16	8	..	6	7	5	7	9	4	3	4	7	9	6	..	67
3. Angina Pectoris	1	1	....	....	2	....	....	2	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	1	..	..	..	..	1	..	..	1	..	..	..	..	..	..	..	2
4. Diseases of the Arteries, Atheroma, etc	7	5	....	6	6	....	1	10	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	1	5	5	..	2	1	..	..	1	..	..	..	2	2	3	1	12
5. Other Diseases of the Circulatory System	....	6	....	2	4	....	1	4	1	..	..	..	..	..	..	1	..	..	..	..	..	1	..	..	1	1	2	..	..	..	1	3	..	1	..	..	..	..	..	1	6
Total	56	57	....	65	46	2	13	88	12	..	..	..	..	..	..	3	1	1	..	6	6	4	2	13	33	27	17	..	11	10	8	14	13	6	4	5	11	12	14	5	113

CARLETON.—*Concluded.*

Number of Column.	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41
V. RESPIRATORY SYSTEM.																																									
1. Acute Bronchitis	9	7	....	14	2	....	15	1	....	11	1	1	..	..	..	1	..	..	1	..	1	..	..	..	..	..	..	..	1	..	2	1	2	3	..	..	2	1	3	1	16
2. Chronic Bronchitis	9	8	....	13	4	....	5	10	2	1	1	..	..	..	..	..	1	..	2	..	..	..	..	1	3	3	5	..	2	1	1	3	..	1	1	1	3	1	1	2	17
3. Broncho-pneumonia	13	11	....	19	3	2	16	6	2	5	3	3	3	..	2	1	1	..	..	1	..	1	..	1	3	..	..	..	3	3	2	3	3	1	3	..	1	1	1	3	21
4. Pneumonia	51	36	....	61	23	3	42	39	6	16	5	1	1	..	2	1	1	7	1	6	1	2	5	8	11	11	8	..	8	4	9	15	13	3	4	..	6	6	13	6	87
5. Congestion of the Lungs (inc. pul. apoplexy)	3	4	....	3	4	....	4	3	....	..	..	1	..	..	..	..	..	..	..	1	..	..	..	..	1	2	2	..	1	..	..	2	2	..	..	..	1	..	..	1	7
6. Asthma and Emphysema	5	4	....	6	3	....	3	6	....	2	..	..	..	..	..	..	..	..	..	2	..	..	..	1	..	3	..	..	1	3	..	1	..	1	1	..	..	1	..	1	9
7. Other Diseases of the Respiratory System	4	5	....	8	1	....	5	4	....	....	1	2	..	..	..	1	..	..	..	1	1	..	..	..	2	1	..	..	2	1	2	1	..	..	..	..	1	1	..	1	9
Total	94	75	....	124	40	5	90	69	10	35	11	8	4	..	4	4	3	7	4	10	4	2	6	10	18	23	16	..	18	12	16	26	20	9	9	1	14	11	18	15	169
VI. DIGESTIVE SYSTEM.																																									
1. Other Dis's. of the Stomach (Cancer excepted)	13	9	....	17	5	....	15	13	4	....	1	1	..	..	..	..	..	..	..	2	..	1	3	5	3	4	2	..	2	..	..	2	3	3	3	2	2	2	1	22
2. Infan. Diarr. and Cholera Infantum	57	56	....	112	1	....	113	....	....	107	6	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2	5	4	2	4	39	35	13	6	2	1	113
3 Diarrhœa and Enteritis (not infantile)	3	3	....	3	3	....	2	3	1	....	..	..	1	..	1	..	..	..	1	..	..	..	1	..	..	..	2	..	..	1	..	..	..	..	..	2	1	1	1	..	6
4. Dysentery	2	1	....	3	....	....	....	3	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2	..	1	..	..	1	..	..	..	..	..	..	..	1	..	1	..	3
5. Hernia and Intestinal obstructions	16	8	....	21	3	....	11	12	1	7	..	..	..	..	..	..	1	1	..	..	1	1	..	5	4	3	..	..	1	2	1	4	..	2	..	2	..	2	8	2	24
6. Other Diseases of the Intestines	2	4	....	5	1	....	5	1	....	5	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	1	1	..	..	..	..	2	1	1	..	..	..	6
7 Diseases of the Liver	11	5	....	14	2	....	4	12	....	..	..	..	..	..	..	..	..	2	..	2	2	1	2	5	2	..	..	..	..	2	..	..	2	2	2	1	3	1	1	2	16
8. Peritonitis (not puerperal)	12	12	....	20	1	3	10	9	5	....	..	..	1	..	1	3	4	5	2	3	1	1	1	1	..	..	..	..	2	2	3	2	2	2	2	3	1	..	1	4	24
9. Iliac Abscess and Appendicitis	6	3	....	7	2	....	7	2	....	1	..	..	..	..	3	2	..	1	..	..	..	2	..	..	..	..	..	..	..	..	5	..	1	..	2	..	..	..	..	1	9
Total	122	101	....	202	18	3	157	55	11	120	7	1	2	..	5	5	5	8	6	5	3	7	7	10	14	11	7	..	7	10	14	12	10	13	50	46	22	12	16	11	223
VII. GENITO-URINARY SYSTEM.																																								
1. Acute Nephritis	4	1	....	5	....	....	5	....	....	....	3	..	..	..	..	..	..	..	..	..	2	..	..	..	..	..	..	..	..	..	1	..	..	..	1	2	..	..	..	1	5
2. Bright's Disease	24	22	....	33	12	1	13	30	3	3	..	1	..	..	..	1	2	..	..	2	4	2	2	10	6	10	3	..	2	4	2	6	3	2	4	8	3	5	4	3	46
3. Other Diseases of the Kidneys and Adnexa	1	....	....	1	....	....	....	1	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	1
4. Diseases of the Bladder	2	....	....	2	....	....	1	1	....	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	1	..	..	..	..	..	..	..	..	1	2
5. Diseases of the male Genital Organs	1	....	....	....	1	....	....	1	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	1	1
6. Other Diseases of the Uterus	....	1	....	1	....	....	....	1	....	....	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	1
7. Ovarian Cysts and other Ovarian Tumors	....	1	....	1	....	....	....	1	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	1
8. Other Diseases of the female Genital Organs	....	3	....	2	1	....	1	2	....	....	..	..	..	..	..	..	1	..	1	..	..	..	..	..	..	1	..	..	1	..	1	..	..	..	..	1	..	..	..	..	3
Total	32	28	....	45	14	1	20	37	3	4	3	1	..	..	..	1	2	1	..	4	6	2	2	10	9	11	4	..	2	6	5	7	3	2	5	10	4	5	5	6	60
VIII. PUERPERAL DISEASES.																																								
1. Puerperal Septicæmia	....	5	...	5	....	....	....	5	....	....	..	..	..	..	..	..	..	1	2	1	1	..	..	..	..	..	..	..	..	1	..	2	..	..	1	1	..	..	..	..	5
2. Puerperal Albuminuria and Convulsions	....	2	....	2	....	....	....	2	....	....	..	..	..	..	..	..	..	2	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	1	..	..	..	..	..	2
3. Other Accidents of Pregnancy, sudden death	...	2	....	2	....	....	....	2	....	....	..	..	..	..	..	..	..	..	..	1	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	1	2
Total	....	9	....	9	....	....	....	9	....	....	..	..	..	..	..	..	..	1	4	2	1	1	..	..	..	..	..	..	..	1	..	3	..	..	2	1	..	..	1	1	9
IX. THE SKIN.																																								
1. Erysipelas	2	1	....	1	2	....	1	2	....	....	1	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	1	..	..	..	..	..	1	..	..	..	1	..	..	1	3
2. Other Diseases of the Skin (Cancer excepted)	5	4	....	6	3	....	2	7	....	....	..	..	..	..	..	..	1	1	..	1	..	2	1	1	1	..	1	..	..	1	..	..	1	1	2	1	..	..	3	..	9
Total	7	5	....	7	5	....	3	9	....	....	1	..	..	..	..	..	1	1	..	2	..	2	1	1	1	..	2	..	..	1	..	..	2	1	2	1	1	..	3	1	12
X. LOCOMOTOR SYSTEM.																																								
1. Diseasss of Bones and Joints	3	6	....	9	....	....	8	1	....	1	5	1	..	..	..	1	..	..	..	..	..	..	..	..	1	..	..	..	1	..	..	2	..	..	..	2	..	2	..	2	9
Total	3	6	....	9	....	....	8	1	....	1	5	1	..	..	..	1	..	..	..	..	..	..	..	..	1	..	..	..	1	..	..	2	..	..	..	2	..	2	..	2	9

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DUFFERIN—*Continued.*

Number of Column.	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41
II. OTHER GENERAL DISEASES.																																									
1. Pyæmia and Septicæmia	....	1	....	1	....	....	1	....	....	....	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	1
2. Tuberculosis and Scrofula	9	4	....	13	....	....	9	4	....	1	2	..	1	..	..	..	..	2	2	2	1	1	1	..	..	..	..	..	2	1	1	5	..	..	1	..	2	..	..	1	13
3. Anæmia	....	1	....	1	....	....	....	1	....	....	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	1
4. Cancer	8	8	....	9	7	....	5	10	1	....	..	..	..	..	..	..	..	..	..	1	..	..	..	6	4	4	1	..	1	..	..	2	..	3	3	1	2	2	1	1	16
5. Rheumatism and Gout	2	4	....	3	3	....	1	5	....	....	..	..	..	..	..	..	1	..	..	..	..	..	..	1	1	1	1	1	..	..	..	..	2	..	..	2	..	1	..	1	6
6. Diabetes	...	4	....	4	....	....	....	4	....	....	..	..	..	..	..	..	..	..	..	..	1	..	1	2	..	..	..	..	..	1	1	..	..	1	..	..	..	1	..	..	4
Total	19	22	....	31	10	....	16	24	1	1	2	..	1	..	..	2	2	3	3	2	1	2	9	5	5	2	1	3	2	2	7	2	4	4	3	4	5	2	3	41
Local Diseases.																																								
III. NERVOUS SYSTEM.																																								
1. Meningitis	4	1	....	5	....	....	5	....	....	2	..	1	1	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	1	..	2	1	..	..	..	5
2. Congestion and Hemorrhage of the Brain	2	1	....	1	2	....	....	3	....	....	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	2	..	..	..	..	..	..	..	1	..	2	..	..	..	..	3
3. Paralysis without specified cause	9	4	....	4	9	....	....	11	2	....	..	..	..	..	..	..	..	..	..	..	..	..	1	1	1	5	5	..	1	..	4	..	2	..	2	1	1	..	1	1	13
4. Convulsions (not puerperal)	1	3	....	4	....	....	3	1	....	3	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	2	1	..	..	..	..	4
Total	16	9	....	14	11	....	8	15	2	5	..	1	1	..	..	1	..	1	..	..	..	..	2	1	1	7	5	..	2	..	5	..	2	2	4	6	2	..	1	1	25
IV. CIRCULATORY SYSTEM.																																								
1. Pericarditis	1	1	....	2	....	....	2	....	....	....	..	..	1	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	1	2
2. Endocarditis	....	2	....	....	2	....	....	2	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2	..	..	..	..	2	..	..	..	..	..	..	..	..	2
3. Organic Heart Diseases	10	7	....	12	5	....	5	11	1	....	..	..	..	..	..	2	..	1	2	..	1	..	..	2	4	2	3	..	1	4	..	1	2	2	..	1	2	2	1	1	17
4. Angina Pectoris	1	2	....	3	....	....	....	3	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	1	2	..	..	..	..	..	2	..	..	..	..	1	..	..	..	..	3
5. Arteries, Atheroma Aneurism, etc	3	....	....	2	1	....	....	2	1	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	3	..	..	..	..	..	..	..	..	..	..	..	2	1	..	..	3
Total	15	12	....	19	8	....	7	18	2	....	..	..	1	..	..	2	1	1	2	..	1	..	..	3	9	2	5	..	2	4	2	1	4	2	..	2	4	3	1	2	27
V. RESPIRATORY SYSTEM.																																								
1. Acute Bronchitis	....	2	....	2	....	....	....	2	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2	..	..	..	..	..	..	..	..	..	..	..	..	2	..	..	2
2. Chronic Bronchitis	....	4	....	....	4	....	....	4	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2	..	2	..	1	..	..	2	1	..	..	..	..	..	..	..	4
3. Broncho-pneumonia	3	3	....	5	1	....	2	4	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	3	2	1	..	..	..	..	1	1	..	..	1	..	..	1	1	1	6
4. Pneumonia	5	6	....	6	5	....	2	9	....	1	..	..	..	..	..	..	..	..	..	1	..	..	..	3	1	2	3	..	..	4	3	1	1	..	..	1	..	1	..	..	11
5. Pleurisy	1	....	....	....	1	....	....	1	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	1
6. Congestion of the Lungs (incl. pul. apoplexy)	2	....	....	2	....	....	2	....	....	2	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2	..	..	..	..	..	..	..	..	..	..	2
7. Asthma and Emphysema	2	....	...	1	1	....	....	2	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2	..	..	..	..	1	..	1	..	..	..	..	..	..	..	2
8. Other Diseases of Respiratory System	2	1	....	2	1	....	2	1	....	....	..	..	..	2	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	2	..	..	..	..	3
Total	15	16	....	18	13	....	8	23	....	3	..	..	..	2	..	..	..	1	1	..	..	..	..	6	8	5	5	..	1	6	5	4	4	..	1	1	2	4	2	1	31

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CAUSES OF DEATHS BY COUNTIES IN 1905.—ELGIN.—(Including Municipalities of all classes).

General Diseases.	Sex.			Nativity.			Social Con.			Ages.																											Months.												Totals.
										Under 5.																																									
	Male.	Female.	Not stated.	Canada.	Foreign.	Not stated.	Single.	Married.	Not stated.	0,1	1.	2.	3.	4.	5-9.	10-14.	15-19.	20-24.	25-29.	30-34.	35 39	40-44.	45-49.	50-59.	60-69.	70-79.	80 and over.	Not given.	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.										
Number of Column.	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41									
I. COMMUNICABLE DISEASES.																																																
1. Typhoid Fever	9	6	....	12	3	....	1	11	....	....	..	..	..	..	..	..	1	1	3	1	2	..	1	1	4	..	1	..	..	..	1	..	2	1	..	1	2	1	7	..	15								
2. Whooping Cough	1	....	....	1	....	....	1	....	....	....	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	1								
3. Diphtheria and Croup	....	3	....	3	....	....	3	....	....	....	..	..	..	1	..	1	1	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	2	..	..	..	..	..	..	3								
4. Influenza	4	3	....	5	2	....	3	4	....	....	..	..	..	..	..	..	1	..	..	..	..	..	..	..	1	3	2	..	1	..	3	1	1	..	..	1	..	..	..	..	7								
Total	14	12	....	21	5	....	11	15	....	....	..	..	..	1	1	1	3	1	3	1	2	..	1	1	5	3	3	..	2	..	5	1	3	3	..	2	2	1	7	..	26								
II. OTHER GENERAL DISEASES.																																																
1. Pyæmia and Septicæmia	4	2	....	5	1	....	4	2	....	1	..	..	..	..	1	..	2	..	..	..	..	..	1	..	..	1	..	..	..	..	..	1	1	..	..	1	1	..	..	..	2	6								
2. Tuberculosis and Scrofula	21	17	....	32	3	3	15	23	..	..	..	..	..	..	..	1	1	4	5	8	..	3	3	7	3	3	..	..	4	4	3	1	3	4	..	1	1	6	5	6	38								
3. Anæmia	2	4	....	4	2	....	....	6	....	....	..	..	..	..	..	..	..	..	..	..	1	..	2	..	1	2	..	..	..	..	..	2	..	3	..	..	..	..	..	1	6								
4. Cancer	18	22	....	28	9	3	6	33	1	....	..	..	..	..	..	..	..	..	1	..	1	..	..	1	7	12	15	2	1	2	8	9	2	3	2	7	..	1	2	1	3	40								
5. Rheumatism and Gout	2	1	....	1	2	....	1	2	....	....	..	1	..	..	..	..	..	..	..	..	..	1	..	..	..	1	..	..	..	1	..	1	1	..	..	..	..	..	..	..	3								
6. Diabetes	2	2	....	3	1	....	2	2	....	....	..	..	..	..	..	1	..	..	..	..	..	1	1	..	1	..	..	..	..	..	1	..	1	..	..	2	..	..	..	..	4								
7. Other General Diseases	1	....	....	1	..	....	....	1	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	1	..	..	..	..	..	..	..	..	1								
8. Alcoholism, Acute and Chronic	1	....	....	1	....	....	....	1	....	....	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	1								
Total	51	48	....	75	18	6	28	70	1	1	..	1	..	..	1	2	3	5	6	9	1	5	8	14	17	22	3	1	6	13	14	8	8	9	8	4	2	9	6	12	99								
Local Diseases.																																																
III. NERVOUS SYSTEM.																																																
1. Encephalitis	1	1	....	2	....	....	2	....	....	1	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	1	..	..	..	2								
2. Meningitis	3	....	....	3	....	....	3	....	....	2	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	1	1	..	..	3								
3. Congestion and Hemorrhage of the Brain	6	10	....	10	6	....	3	13	....	....	1	..	..	..	1	..	..	..	..	..	..	1	..	4	3	4	2	..	2	3	..	3	1	..	..	4	1	2	..	..	16								
4. Softening of the Brain	2	....	....	2	....	....	....	2	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	1	..	..	..	..	1	..	..	1	..	..	..	..	..	..	2								
5. Paralysis without specified cause	17	15	....	16	11	2	2	28	2	....	..	..	..	..	..	..	..	..	..	..	..	1	..	2	5	13	9	2	..	1	4	6	2	3	3	2	5	1	..	2	82								
6. Epilepsy	....	1	....	1	..	....	....	1	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	1								
7. Convulsions (not puerperal)	7	3	....	10	....	....	8	2	....	7	2	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	4	1	1	..	2	..	..	1	1	..	..	..	10								
8. Other Nervous Diseases	6	3	....	8	1	....	4	5	....	....	..	..	..	..	1	..	1	1	..	1	2	1	..	..	1	1	..	..	1	..	2	1	1	1	1	..	1	..	1	..	9								
Total	42	33	....	52	21	2	22	51	2	10	5	..	..	..	2	..	1	1	1	1	2	3	..	6	11	19	11	2	8	8	8	10	6	6	4	8	10	4	1	2	75								
IV. CIRCULATORY SYSTEM.																																															
1. Organic Heart Diseases	11	21	....	26	6	....	8	24	....	....	1	..	..	..	1	..	1	1	1	1	1	2	2	5	15	..	..	..	1	1	4	1	3	3	8	3	..	4	1	3	32								
2. Angina Pectoris	1	....	....	1	....	....	....	1	....	....	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	1								
3. Diseases of the Arteries, Atheroma, etc	1	3	....	2	2	....	....	3	1	..	..	..	..	..	..	..	..	..	..	1	..	..	..	1	..	1	1	..	..	..	1	..	1	..	..	..	..	..	2	..	4								
Total	13	24	....	29	8	....	8	28	1	....	1	..	..	..	1	..	1	1	1	2	1	1	3	3	5	16	1	..	1	2	5	1	4	3	8	3	..	4	3	3	37								

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Number of Column.	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41
XII. SUICIDE.																																									
1. Firearms	1	....	....	1	....	....	1	....	....	....	....	....	....	....	....	....	1	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	1	..	1
Total	1	....	....	1	....	....	1	....	....	....	....	....	....	....	....	....	1	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	1	..	1
XIII. ACCIDENTS.																																									
1. Fractures and Dislocations	2	3	....	4	1	....	....	5	....	....	..	..	..	..	..	..	..	..	..	1	1	..	..	..	..	3	..	....	..	..	..	1	..	1	1	..	..	1	..	..	1	5
2. Drowning	4	1	....	5	....	....	4	1	....	....	..	..	..	..	2	..	..	2	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	1	2	..	1	..	1	5
3. Railways	18	1	....	9	7	3	5	13	1	....	..	..	..	..	..	..	..	4	3	2	..	2	2	2	1	1	2	..	..	1	1	..	..	..	3	3	2	1	5	3	19
4. Burns and Scalds	....	1	....	1	....	....	1	....	....	....	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	1
5. Homicide	1	....	....	1	....	....	1	....	....	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	1
6. Other Accidents	6	....	....	2	3	1	1	5	..	1	..	..	..	..	..	..	..	..	..	1	..	..	1	..	..	2	1	..	..	1	..	2	1	..	1	..	..	..	..	1	6
Total	31	6	....	22	11	4	12	24	1	2	..	1	..	..	2	..	..	6	3	2	2	3	2	3	1	3	6	1	..	2	2	2	2	1	5	5	4	2	6	6	37
XIV. ILL-DEFINED CAUSES.																																								
1. Dropsy	4	4	....	6	1	1	4	4	....	1	..	..	..	..	..	..	..	..	..	..	..	..	2	2	1	2	..	..	1	..	1	..	..	..	..	1	1	..	3	1	8
2. Other Ill-defined Causes	4	3	....	6	1	....	3	4	....	3	..	..	..	..	..	..	..	..	1	..	..	1	..	1	..	..	..	..	..	..	..	2	2	1	1	..	..	..	1	..	7
3. Heart Failure	9	10	....	15	3	1	7	10	2	1	..	..	..	1	1	1	2	1	2	..	..	1	..	4	4	..	..	1	..	1	4	1	..	3	2	3	1	..	3	1	19
Total	17	17	....	27	5	2	11	18	2	5	..	..	..	1	1	1	2	2	2	1	1	1	6	7	1	2	1	..	2	4	2	2	5	3	1	2	1	..	7	2	34
Total from all causes	308	266	.	419	136	20	208	354	13	95	10	2	2	1	13	6	13	18	21	19	14	16	16	41	72	118	90	8	43	58	60	42	44	32	49	42	51	48	58	48	575

CAUSES OF DEATHS BY COUNTIES IN 1906.—ESSEX.—(Including municipalities of all classes).

General Diseases	Sex.			Nativity.			Soc'l con.			Ages.																																Months.												Totals.
										Under 5.					5-9.	10-14.	15-19.	20-24.	25-29.	30-34.	35-39.	40-44.	45-49.	50-59.	60-69.	70-79.	80 & over.	Not given.	Jan.	Feb.	March.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.												
	Male.	Female.	Not stated.	Canada.	Foreign.	Not stated.	Single.	Married.	Not stated.	0	1.	2.	3.	4.																																						
Number of Column.	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41
I. COMMUNICABLE (EPIDEMIC) DISEASES.																																																		
1. Typhoid Fever	9	12	....	18	3	.	11	10	....	....	..	..	1	..	2	1	1	1	5	2	..	4	..	2	2	..	..	..	2	2	1	2	..	1	1	1	1	3	4	3	21
2. Measles	....	6	....	6	....	....	5	1	....	2	2	1	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	2	1	..	1	1	..	1	..	1	..	6
3. Whooping Cough	15	14	....	29	....	....	28	1	....	21	5	1	..	1	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	2	1	4	6	2	4	4	2	2	..	29
4. Diphtheria and Croup	9	16	....	24	1	....	23	3	....	3	5	3	5	2	4	1	..	2	..	..	..	..	..	..	..	1	..	1	..	1	1	4	3	5	..	1	..	3	1	1	5	25
5. Influenza	1	2	....	1	2	....	1	2	....	....	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	2	1	..	..	..	..	..	..	..	..	..	3
To	34	50	...	78	6	...	67	17	....	26	12	5	6	3	7	2	1	4	5	2	..	4	1	2	3	..	1	..	3	5	9	8	9	8	5	5	9	7	7	9	81

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ESSEX—*Concluded.*

Number of Column,	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41
VIII. PUERPERAL DISEASES.																																									
1. Puerperal Albuminuria and Convulsions	....	3	....	3	....	....	1	2	....	....	..	..	..	..	..	..	..	..	..	2	1	..	..	..	..	..	..	..	..	..	..	..	..	..	1	1	..	..	1	..	..	3
2. Other accidents of Pregnancy, sudden death	....	1	....	1	....	....	....	....	1	....	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	1
Total	....	4	....	4	....	....	1	2	1	....	..	..	..	..	..	..	..	..	1	2	1	..	..	..	..	..	..	..	..	..	..	1	..	1	1	..	..	1	..	..	4
IX. THE SKIN.																																								
1. Skin and Adnexa (cancer excepted)	2	1	....	3	....	....	....	2	1	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	2	..	..	..	..	..	1	..	..	1	..	..	..	1	..	3
Total	2	1	....	3	....	....	....	2	1	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	2	..	..	..	..	..	1	..	..	1	..	..	..	1	..	3
X. LOCOMOTOR SYSTEM. (No cases in this class.)																																								
XI. MALFORMATIONS, ETC.																																								
1. Still-births	30	16	....	46	....	....	46	....	....	46	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	3	2	4	1	3	4	7	5	4	6	4	3	46
2. Congenital Debility and Malformations	37	44	2	83	....	....	83	....	....	83	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	4	8	7	8	8	5	10	2	10	11	5	5	83
3. Other Diseases of Infancy	3	2	....	5	....	....	5	....	....	5	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	1	1	1	..	1	..	..	..	..	5
4. Senile decay	48	31	....	41	33	5	9	63	7	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	25	54	..	..	4	6	2	8	6	5	8	7	12	6	8	7	79
Total	118	93	2	175	33	5	143	63	7	134	..	..	..	..	..	..	..	..	..	..	..	..	..	..	25	54	..	..	12	16	13	18	18	15	25	15	26	23	17	15	213
XII. SUICIDE.																																								
1. Strangulation	1	....	....	....	1	....	....	1	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	1
2. Firearms	2	....	....	2	....	....	2	....	....	....	..	..	..	..	..	..	..	..	1	..	1	..	..	..	..	..	..	..	..	..	1	..	..	1	..	..	..	..	..	..	2
3. Not stated	....	1	....	1	....	....	....	1	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	1
Total	3	1	....	3	1	....	2	2	....	....	..	..	..	..	..	..	..	..	1	..	1	..	..	2	..	..	..	..	..	..	1	..	..	1	1	..	..	1	..	4
XIII. ACCIDENT.																																								
1. Fractures and Dislocations	7	2	....	6	1	2	7	1	1	....	1	..	..	..	3	..	..	1	1	..	..	..	..	2	..	..	1	..	..	1	1	2	1	..	1	..	1	1	1	..	9
2. Gunshot	1	....	....	1	....	....	1	....	....	....	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	1
3. Drowning	4	2	....	3	2	1	2	2	2	....	..	..	..	..	..	..	..	1	..	..	1	..	1	..	1	2	..	..	..	..	..	1	..	2	1	1	..	1	..	..	6
4. Railways	7	1	....	6	2	....	2	5	1	....	..	..	..	..	..	..	..	..	2	..	1	..	2	1	2	..	..	..	1	2	..	..	..	..	..	1	..	1	..	2	8
5. Burns and Scalds	....	1	....	....	1	....	....	1	....	....	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	1
6. Other accidents	5	8	....	7	6	....	5	8	....	....	..	1	..	1	..	..	1	1	..	1	1	..	2	2	1	2	..	..	2	..	..	1	2	3	..	2	1	1	1	..	13
Total	24	14	....	23	12	3	17	17	4	....	1	1	..	..	4	..	1	3	4	1	2	2	3	6	6	1	3	..	3	3	1	4	3	5	4	4	3	3	3	2	38
XIV. ILL-DEFINED CAUSES.																																								
1. Dropsy	....	6	....	5	1	....	1	5	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	1	3	2	..	..	..	..	..	1	..	..	3	..	..	1	..	1	6
2. Tumors	1	1	....	2	....	....	1	1	....	....	..	1	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	1	..	..	..	..	1	..	..	..	..	..	2
3. Other Ill-defined Causes	11	5	....	15	....	1	13	3	....	4	3	..	..	..	1	..	2	2	..	1	..	1	..	1	1	..	..	..	1	2	1	4	1	1	..	1	2	..	1	2	16
4. Heart Failure	4	3	....	4	2	1	1	5	1	....	..	..	..	..	..	..	..	..	1	..	..	..	2	3	..	..	..	1	..	..	..	1	1	..	..	2	..	..	1	..	2	7
Total	16	15	....	26	3	2	16	14	1	4	3	1	..	..	1	..	2	2	..	1	..	2	1	1	7	2	..	1	1	3	2	6	1	1	6	1	2	2	1	5	31
Total from all causes	464	427	2	716	161	16	490	380	23	273	47	23	8	10	19	14	17	26	33	22	19	30	25	52	92	90	69	4	58	72	70	77	72	68	94	94	90	72	61	65	893

CAUSES OF DEATHS BY COUNTIES IN 1906.—FRONTENAC.—(Including municipalities of all classes).

General Diseases.	Sex.			Nativity.			Social Con.			Ages.																					Months.												Total.
										Under 5.																																		
	Male.	Female.	Not stated.	Canadian.	Foreign.	Not stated.	Single.	Married.	Not stated.	0.1	1.	2.	3.	4.	5-9.	10-14.	15-19.	20-24.	25-29.	30-34.	35-39.	40-44.	45-49.	50-59.	60-69.	70-79.	80 and over.	Not given.	January.	February.	March.	April.	May.	June.	July.	August.	September	October.	November.	December.	
Number of Column.	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41
I. COMMUNICABLE (EPIDEMIC) DISEASES.																																									
1. Typhoid Fever	9	3	....	11	1	....	6	6	....	..	..	..	..	..	..	..	2	3	2	1	1	..	1	1	1	..	..	..	1	..	1	1	..	..	..	..	2	2	2	3	12
2. Scarlet Fever	....	1	....	1	....	....	1	....	....	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	1
3. Diphtheria and Croup	1	3	....	4	....	....	4	....	....	..	..	..	..	1	3	..	..	..	..	..	..	..	..	..	..	..	..	..	1	1	..	1	..	1	..	..	..	..	..	..	4
4. Influenza	5	....	....	4	1	....	1	3	1	1	..	..	..	..	..	..	..	..	..	..	..	..	..	1	1	2	..	..	1	..	2	1	..	..	..	..	..	..	1	..	5
Total	15	7	....	20	2	....	12	9	1	1	..	..	..	2	3	..	2	3	2	1	1	..	1	2	2	2	..	..	3	1	3	3	1	1	..	..	2	2	3	3	22
II. OTHER GENERAL DISEASES.																																									
1. Pyaemia and Septicaemia	1	1	....	1	1	....	1	1	....	..	..	..	..	1	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	1	..	..	..	1	..	..	..	2
2. Tuberculosis and Scrofula	26	33	....	52	6	1	36	20	3	5	1	..	..	..	1	3	4	8	10	6	6	1	2	5	3	..	..	..	1	5	5	8	10	3	2	9	2	4	8	2	59
3. Anaemia	3	5	....	4	4	....	2	6	....	..	..	..	..	..	..	..	..	..	..	1	2	..	1	2	2	..	..	..	1	2	2	1	..	..	..	..	1	..	1	..	8
4. Cancer	20	12	....	20	12	....	2	25	5	..	..	..	..	..	..	..	..	..	..	..	1	1	2	3	13	7	5	..	1	2	1	4	7	2	4	4	4	2	..	1	32
5. Rheumatism and Gout	2	2	....	3	....	1	3	1	....	..	..	..	..	..	..	..	1	..	1	..	..	..	..	1	1	..	..	..	..	..	1	..	..	..	..	..	1	1	1	..	4
6. Diabetes	2	6	....	8	....	....	1	6	1	..	..	..	..	..	..	..	1	2	..	..	2	1	1	..	1	..	..	..	1	..	..	..	..	..	..	..	3	1	..	3	..	8
Total	54	59	....	88	23	2	45	59	9	5	1	..	..	1	1	3	6	10	12	7	11	6	6	11	21	7	5	..	4	9	9	13	18	5	6	18	9	8	11	3	113
Local Diseases.																																									
III. NERVOUS SYSTEM.																																									
1. Encephalitis	1	....	....	1	....	....	1	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	1	....	....	....	....	....	....	....	....	....	....	....	....	1	....	....	1
2. Meningitis	10	7	....	17	....	....	15	2	....	6	3	1	..	..	..	2	2	1	1	1	..	..	..	..	..	..	..	..	..	..	3	3	..	1	..	..	3	4	1	2	17
3. Congestion and Hemorrhage of the Brain	6	6	....	11	1	....	1	8	3	....	1	..	..	..	..	..	..	..	..	..	..	..	..	2	2	7	..	..	2	3	1	..	1	1	..	1	1	2	..	..	12
4. Paralysis without specified cause	18	10	....	9	18	1	3	21	4	..	..	..	..	..	..	..	..	..	..	..	..	1	1	2	5	13	5	1	6	1	6	3	3	1	1	2	..	2	1	2	28
5. Insanity	6	2	....	5	3	....	4	4	....	..	..	..	..	..	..	..	..	..	..	..	1	1	2	1	..	3	..	..	1	2	..	..	2	..	..	1	..	..	1	1	8
6. Epilepsy	....	1	....	1	....	....	....	1	....	....	....	....	....	....	....	....	....	....	....	1	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	1	....	....	1
7. Convulsions (not puerperal)	5	5	....	10	....	....	10	....	....	8	1	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	2	2	..	..	3	1	1	..	10
8. Other Nervous Diseases	7	2	....	6	3	....	3	5	1	1	..	..	..	..	..	..	1	..	..	..	..	..	1	2	2	1	..	1	2	1	..	1	..	..	..	..	1	2	..	2	9
Total	53	33	....	60	25	1	37	41	8	15	5	1	..	..	..	2	3	2	1	2	1	2	4	7	10	24	5	2	12	7	10	7	8	5	1	5	9	11	4	7	86
IV. DISEASES OF CIRCULATORY SYSTEM.																																									
1. Endocarditis	1	....	....	1	....	....	....	1	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	1	....	....	....	....	....	....	....	1	....	....	....	....	....	....	....	1
2. Organic Heart Diseases	23	10	....	22	11	....	8	22	3	....	....	....	....	....	....	....	1	..	2	....	....	1	4	3	13	8	1	..	2	2	1	6	5	2	7	2	2	1	1	2	33
3. Angina Pectoris	....	2	....	2	....	....	....	2	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	2	....	....	....	....	....	....	....	....	....	1	1	....	....	....	....	2
4. Diseases of Arteries, Atheroma Aneurism, etc.	2	....	....	....	2	....	....	2	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	1	1	....	....	....	....	1	1	....	....	....	....	....	....	....	....	....	2
5. Other Diseases of the Circulatory System	....	1	....	1	....	....	....	1	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	1	....	....	....	....	1	....	....	....	....	....	....	....	....	....	1
Total	26	13	....	26	13	....	8	28	3	....	....	....	....	....	....	1	..	2	....	....	....	1	4	5	17	8	1	..	2	4	2	6	5	4	8	2	2	1	1	2	39

FRONTENAC.—*Continued.*

Number of Column.	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	40
V. RESPIRATORY SYSTEM.																																									
1. Acute Bronchitis	5	1	....	6	....	....	5	1	..	2	1	..	..	..	..	..	1	..	..	..	..	..	..	..	1	1	..	..	..	..	1	..	1	..	1	..	2	..	6
2. Chronic Bronchitis	1	2	....	1	2	....	1	2	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	3	..	..	..	1	..	..	1	..	1	..	..	..	..	..	..	3
3. Broncho-pneumonia	....	1	....	1	....	....	1	....	....	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	1
4. Pneumonia	23	21	....	35	9	....	25	18	1	7	3	1	..	..	1	1	2	1	2	..	1	1	3	3	3	8	7	..	8	2	8	5	8	2	..	3	2	3	1	2	44
5. Pleurisy	6	1	....	6	1	....	3	3	1	..	..	..	..	..	..	..	..	1	..	..	..	1	..	1	2	2	..	..	..	2	1	1	..	1	..	..	1	..	1	..	7
6. Congestion of the Lungs (inc. pul. apop.)	2	....	....	....	2	....	....	1	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	1	1	..	..	1	1	..	..	..	..	..	..	..	..	..	2
7 Asthma and Emphysema	3	2	....	3	2	....	....	4	1	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	2	1	1	..	1	1	1	..	..	..	..	..	..	1	1	5
8. Other Diseases of the Respiratory System	....	2	....	2	....	....	1	1	....	1	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	1	2
Total	40	30	....	51	16	....	36	30	4	11	4	1	..	..	1	1	3	2	2	..	1	2	4	5	9	15	9	..	10	6	12	9	8	5	..	3	4	4	5	4	70
VI. DIGESTIVE SYSTEM.																																								
1. Other Diseases of Stomach (Cancer excepted)	1	1	....	1	1	....	1	1	....	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	1	..	..	..	..	..	1	2
2. Infan. Diarr. and Cholera Infantum	12	12	....	24	....	....	24	....	....	22	2	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	1	10	7	1	1	..	24
3. Diarrhœa and Enteritis (not infantile)	3	2	....	5	....	....	3	2	....	..	..	..	..	..	2	..	..	..	..	..	1	1	..	..	1	..	..	..	..	..	..	..	..	..	1	..	1	1	1	1	5
4. Dysentery	....	1	....	....	1	....	1	....	....	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	1
5. Hernia and Intestinal obstructions	3	2	....	1	1	....	2	3	....	1	..	..	..	1	..	..	..	..	..	..	..	..	..	2	1	..	..	..	..	1	..	2	..	1	..	..	1	..	..	..	5
6. Other Diseases of the Intestines	....	1	....	1	....	....	....	1	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	1
7. Diseases of the Liver	5	1	....	4	2	....	....	6	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2	3	1	..	..	2	..	..	..	..	..	..	1	2	..	1	..	6
8. Peritonitis (not puerperal)	4	....	....	4	....	....	2	2	....	..	..	..	..	..	..	2	..	..	..	1	..	..	1	..	..	..	..	..	1	..	..	..	..	..	..	1	..	1	1	..	4
9. Iliac Abscess and Appendicitis	4	1	...	4	1	....	4	1	....	..	..	..	..	..	..	1	2	1	..	..	..	..	..	1	..	..	..	..	1	1	..	1	..	..	1	1	..	..	..	..	5
Total	32	21	....	47	6	....	37	16	....	23	2	.	1	1	2	3	3	1	..	1	1	1	1	5	6	2	..	..	4	2	1	4	..	2	3	13	12	6	4	2	53
VII. GENITO-URINARY SYSTEM.																																								
1. Bright's Disease	15	7	....	17	4	1	6	16	....	2	1	..	1	..	..	..	..	1	1	..	..	2	1	3	6	4	..	..	2	2	1	7	2	1	3	2	1	1	..	..	22
2. Other Diseases of the Kidneys and Adnexa	1	1	....	1	1	....	....	2	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	1	..	..	..	..	1	..	..	..	..	..	1	..	..	..	2
3. Diseases of the Bladder	3	1	....	2	1	1	....	4	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2	2	..	1	..	..	..	1	1	..	..	..	1	..	..	4
Total	19	9	....	20	6	2	6	22	....	2	1	..	1	..	..	..	..	1	1	..	..	2	1	4	8	7	..	..	3	2	2	7	3	2	3	2	2	2	..	..	28
VIII. PUERPERAL DISEASES.																																								
1. Puerperal Septicæmia	....	1	....	....	1	....	....	1	....	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	1
2 Puerperal Albuminuria and Convulsions	....	1	....	....	1	....	....	1	....	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	1
3. Other accidents of Pregnancy, sudden death	....	1	....	1	....	....	....	1	....	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	1
Total	....	3	....	1	2	....	....	3	....	....	..	..	..	..	..	..	1	1	..	1	..	..	..	..	..	..	..	..	2	..	..	..	1	..	..	..	..	..	..	..	3
IX. THE SKIN.																																								
1. Erysipelas	2	1	....	3	....	....	....	3	....	....	..	..	..	..	..	..	..	..	..	..	1	..	1	1	..	..	..	..	..	..	1	..	..	..	1	..	..	..	..	1	3
2. Other Diseases of the Skin, etc	....	4	....	2	2	....	1	3	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	1	1	2	..	..	..	1	1	..	..	2	..	..	..	..	..	..	4
Total	2	5	....	5	2	....	1	6	....	....	..	..	..	..	..	..	..	..	..	1	..	1	2	1	2	..	..	..	1	2	..	..	2	1	..	..	..	..	1	7
X. LOCOMOTOR SYSTEM. (No cases in this class.)																																								
XI. MALFORMATIONS, ETC.																																								
1. Still-Births	17	11	3	31	....	....	31	....	....	31	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	4	1	4	3	2	2	3	1	2	3	4	2	31
2. Congenital Debility and Malformations	29	19	....	48	....	....	48	....	....	48	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	5	8	5	5	6	3	5	4	1	3	3	48
3. Other Diseases of Infancy	1	3	...	4	....	....	4	....	....	3	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	1	1	1	4
4. Senile Decay	51	55	....	40	61	5	16	80	10	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	13	12	49	2	11	8	8	10	10	4	4	11	11	12	9	8	106
Total	98	88	3	123	61	5	99	80	10	82	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	13	12	49	2	15	14	20	18	17	13	10	17	17	17	17	14	189

	Sex.			Nativity.			Social Conditions.			Ages.																												Months.												Totals.
General Diseases.										Under 5.							5–9.	10–14.	15–19.	20–24.	25–29.	30–34.	35–39.	40–44.	45–49.	50–59.	60–69.	70–79.	80 and over.	Not given.	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.											
	Male.	Female.	Not stated.	Canada.	Foreign.	Not stated.	Single.	Married.	Not stated.	0.1	1.	2.	3.	4.																																					
Number of Column.	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41										
XII. SUICIDE.																																																	
1. Strangulation	2	1	....	3	....	....	2	1	....	....	....	....	....	....	....	....	....	....	2	....	....	1	....	....	....	1	....	....	1	....	1	....	....	....	....	1	....	....	....	....	....	3										
2. Firearms	1	....	....	....	1	....	....	....	1	....	....	....	....	....	....	....	....	....	....	1	....	....	....	....	....	....	....	....	....	....	....	....	....	....	1	....	....	....	....	....	1										
3. Sharp Instruments	1	....	....	....	1	....	1	....	....	....	....	....	....	....	....	....	....	....	....	....	1	....	....	....	....	....	....	....	....	....	....	....	....	1	....	....	....	....	....	....	1										
Total	4	1	....	3	2	....	3	1	1	....	....	....	....	....	....	....	....	....	2	1	1	1	....	....	....	1	....	....	1	....	1	....	....	1	....	1	1	....	....	....	5										
XIII. ACCIDENT.																																																	
1. Fractures and Dislocations	3	....	....	2	1	..	1	1	1	1	....	....	....	....	....	....	....	....	1	....	....	....	....	....	....	....	1	....	....	....	....	....	....	1	....	....	....	....	2	....	....	3										
2. Gunshot	3	1	....	4	....	....	2	2	....	....	....	....	....	....	1	1	....	....	1	....	....	....	....	....	1	....	....	....	....	....	....	....	....	....	....	1	....	....	1	1	4										
3. Drowning	10	....	....	6	2	2	6	4	....	....	....	....	....	....	1	2	3	....	1	....	....	..	1	1	....	....	1	....	2	....	1	....	....	....	1	1	1	1	1	1	1	10										
4. Railways	3	....	....	2	1	....	3	....	....	....	....	....	....	....	....	....	1	2	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	2	....	....	....	....	....	1	3										
5. Burns and Scalds	1	....	....	1	....	....	1	....	....	....	....	....	....	....	....	....	....	....	....	....	....	1	....	....	....	....	....	....	....	1	....	....	....	....	....	....	....	....	....	....	....	1										
6. Homicide	....	1	....	1	....	....	1	....	....	....	....	....	....	....	....	1	....	....	....	....	....	....	....	....	....	....	....	....	....	1	....	....	....	....	1	....	....	....	....	....	1										
7. Other Accidents	12	2	....	12	2	....	7	7	....	2	....	....	....	....	....	....	1	..	2	1	2	1	3	..	..	2	....	..	5	..	..	3	....	1	2	1	2	....	....	14										
Total	32	4	....	28	6	2	20	15	1	3	....	....	....	1	2	4	6	1	4	1	3	1	1	1	1	3	1	2	6	1	..	5	3	3	3	3	5	3	2	36										
XIV.—ILL-DEFINED CAUSES.																																																
1. Dropsy	4	5	....	3	6	....	1	8	....	1	....	....	....	....	....	....	....	....	....	....	....	1	..	1	3	2	1	..	1	..	1	1	1	....	....	1	2	1	..	1	9										
2. Tumors	1	5	....	4	2	....	1	5	....	....	....	....	....	....	....	....	1	....	....	....	....	....	....	2	2	..	1	....	....	1	....	....	....	....	....	2	....	2	1	..	6										
3. Other Ill-defined causes	4	6	....	4	4	2	4	6	....	....	....	....	....	....	....	....	1	1	1	..	1	..	1	3	2	....	....	....	1	3	..	2	....	....	....	....	1	3	....	....	10										
4. Heart Failure	5	10	....	10	5	....	5	10	....	....	....	....	....	....	....	....	....	....	2	1	4	4	1	..	1	....	....	....	2	..	4	1	....	....	....	2	4	....	2	15										
Total	14	26	...	21	17	2	11	29	....	1	....	....	....	....	....	....	2	1	1	2	1	3	2	10	11	3	2	1	2	6	1	7	2	....	....	3	5	10	1	3	40										
Total from all causes	389	299	3	496	181	14	315	339	37	143	14	2	2	4	8	12	24	29	22	19	19	20	26	55	99	113	74	6	60	58	64	74	69	42	36	67	65	66	49	41	691										

CAUSES OF DEATHS BY COUNTIES IN 1906.—GREY. (Including municipalities of all classes.)

	Sex.			Nativity.			Social Conditions.			Ages.																												Months.												Totals.
General Diseases.										Under 5.							5–9.	10–14.	15–19.	20–24.	25–29.	30–34.	35–39.	40–44.	45–49.	50–59.	60–69.	70–79.	80 and over.	Not given.	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.											
	Male.	Female.	Not stated.	Canada.	Foreign.	Not stated.	Single.	Married.	Not stated.	0.1	1.	2.	3.	4.																																					
Number of Column.	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41										
1. COMMUNICABLE DISEASES.																																																	
1. Typhoid Fever	10	5	....	11	1	....	9	4	2	....	....	....	....	....	..	1	1	2	4	3	....	....	2	1	1	....	....	....	....	....	1	....	....	2	....	....	2	2	5	1	2	15										
2. Measles	1	....	....	1	....	....	1	....	....	....	1	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	1	....	....	....	....	....	1										
3. Scarlet Fever	....	3	....	3	....	....	3	....	....	....	2	....	....	....	....	....	....	....	1	....	....	....	....	....	....	....	....	....	....	2	....	....	....	....	....	....	1	....	....	....	....	3										
4. Whooping Cough	2	2	....	4	....	....	3	1	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	1	....	....	2	1	....	4										
5. Diphtheria and Croup	9	5	....	14	....	....	14	....	....	3	..	1	4	1	4	..	1	....	....	....	....	....	....	....	....	....	....	....	....	2	2	2	1	....	2	....	....	3	..	2	14										
6. Influenza	2	3	....	4	1	....	3	2	....	2	....	....	....	....	....	....	1	....	....	....	....	....	....	....	1	..	1	....	..	1	..	2	1	..	....	....	....	....	....	....	1	5										
7. Other Epidemic Diseases	1	....	....	1	....	....	1	....	....	....	....	1	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	1	....	....	....	....	....	....	....	....	....	....	....	1										
Total	25	18	....	41	2	...	35	6	2	11	1	1	5	1	5	1	4	5	3	..	..	2	1	1	1	..	1	..	4	5	2	3	3	..	4	3	2	10	2	5	43										

GREY.—*Continued.*

Number of Column.	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41
II. OTHER GENERAL DISEASES.																																									
1. Pyaemia and Septicæmia	2	1	....	3	....	....	1	2	....	1	..	..	..	..	..	..	..	..	1	..	1	..	..	..	..	..	..	..	..	1	1	..	..	..	..	..	..	..	1	..	3
2. Malarial Fever	1	1	..	1	1	....	1	1	....	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	1	1	..	..	..	2
3. Tuberculosis and Scrofula	42	30	....	61	13	3	39	40	1	6	..	3	..	1	1	..	6	6	10	6	10	6	7	9	8	1	..	..	9	4	11	11	2	4	11	4	7	5	6	6	80
4. Anaemia	1	6	....	5	1	1	....	7	....	....	..	..	..	..	..	..	..	..	..	..	..	2	..	1	2	..	..	2	1	..	..	..	..	..	1	2	1	..	..	2	7
5. Cancer	30	18	....	20	27	1	6	39	3	....	..	..	..	..	..	..	..	..	..	3	2	6	7	11	12	7	..	3	4	3	5	2	2	..	4	5	5	5	10	48
6. Rheumatism and Gout	3	1	....	4	....	....	....	4	....	....	..	..	..	..	..	..	..	..	..	..	..	..	1	..	1	2	..	..	..	..	..	..	..	..	..	1	1	1	1	4
7. Diabetes	4	4	....	3	5	....	4	4	....	....	..	..	..	..	1	..	1	1	..	..	..	..	..	1	2	..	2	..	..	1	2	..	1	..	..	2	1	..	1	..	8
8. Other General Diseases	2	2	....	4	....	....	2	2	....	....	..	..	..	..	1	1	..	..	1	..	..	..	..	1	..	1	..	..	1	..	..	..	..	..	1	1	..	1	..	..	4
9. Alcoholism, Acute and Chronic	1	....	....	....	....	1	....	....	1	....	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	1
Total	86	71	....	1 4	47	6	53	99	5	8	..	3	.	1	2	1	8	7	11	7	14	10	15	18	25	16	9	2	14	10	17	17	5	8	14	12	16	11	16	17	157
Local Diseases.																																								
III. DISEASES OF NERVOUS SYTTEM ETC.																																								
1. Encephalitis	....	2	....	1	1	....	....	2	....	....	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	1	..	1	..	..	..	..	..	1	..	..	..	..	..	2
2. Meninglitis	10	5	....	15	..	....	14	1	....	2	2	1	..	..	2	1	1	3	1	..	..	1	..	1	..	..	..	..	..	1	6	..	1	1	2	..	1	1	1	1	15
3. Congestion and Hemorrhage of the Brain	16	9	....	7	18	....	3	22	....	....	..	..	..	..	..	..	..	..	1	1	..	..	..	6	3	10	4	..	2	4	1	2	3	1	3	..	1	2	5	1	25
4. Softening of the Brain	....	1	....	....	1	....	....	1	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	1	1
5. Paralysis without Specified Cause	11	10	....	7	14	....	2	18	1	....	..	..	..	..	..	..	..	..	..	..	..	1	..	3	5	9	3	..	4	4	..	1	1	2	2	2	1	3	..	1	21
6. Epilepsy	1	....	....	....	1	....	1	....	....	....	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	1
7. Convulsions (not puerperal)	8	4	....	11	1	....	12	....	....	9	2	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	3	..	3	1	1	1	2	..	..	12
8. Other Nervous Diseases	3	2	....	3	1	1	3	2	....	1	..	..	..	..	..	..	1	..	2	..	..	..	..	..	..	1	..	..	..	1	1	..	1	..	..	1	1	..	..	..	5
Total	49	33	....	37	44	1	35	46	1	12	4	1	..	..	2	1	2	3	6	1	..	3	.	10	8	20	9	..	7	10	11	3	8	7	8	4	5	9	7	3	82
IV. CIRCULATORY SYSTEM.																																								
1. Pericarditis	1	....	....	....	1	....	....	1	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	1
2. Endocarditis	3	3	....	3	3	....	6	....	....	....	..	..	..	..	..	..	..	..	..	..	2	..	..	1	..	3	..	..	..	..	..	..	..	..	2	..	..	..	4	..	6
3. Organic Heart Disease	27	28	....	22	32	1	10	45	....	....	..	..	..	..	2	..	1	..	5	5	3	7	12	15	4	1	1	3	5	9	3	2	4	7	2	3	10	6	..	55
4. Angina Pectoris	4	1	....	2	3	....	5	....	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	4	1	..	..	..	..	1	..	..	1	2	..	..	1	..	..	..	5
5. Diseases of the Arteries, etc	4	....	....	2	2	....	1	3	....	....	..	..	..	..	..	..	1	..	..	..	..	..	..	1	..	2	..	1	1	..	..	..	1	..	..	..	1	..	..	..	4
6. Other Diseases of the Circulatory System	2	1	....	....	3	....	....	3	....	....	..	..	..	..	..	..	..	..	..	2	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	1	..	2	..	3
Total	41	33	....	29	44	1	11	63	....	....	..	..	..	..	2	1	1	2	7	5	3	9	17	20	6	1	2	4	6	9	4	7	4	7	4	5	16	6	74
V. RESPIRATORY SYSTEM.																																								
1. Acute Bronchitis	9	8	....	13	4	....	11	6	....	9	1	2	..	..	..	..	..	..	..	..	..	..	..	2	2	1	..	2	..	3	1	2	3	1	..	2	1	..	2	17
2. Chronic Bronchitis	4	2	....	3	3	....	1	5	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	2	3	..	..	1	1	1	..	1	..	..	1	..	..	1	6
3. Broncho-pneumonia	3	8	....	6	5	....	7	4	....	3	2	..	..	..	..	..	1	..	..	..	..	..	..	..	2	..	3	..	..	..	..	..	2	..	1	..	1	..	5	1	1	11
4. Pneumonia	18	21	....	28	11	....	20	18	1	10	1	1	2	..	..	..	..	2	2	1	2	..	1	2	3	6	6	..	..	4	7	6	7	3	1	..	1	5	..	5	39
5. Pleurisy	1	1	....	2	....	....	1	1	....	....	..	..	..	..	..	..	..	..	2	..	..	..	..	..	..	..	..	..	..	..	..	1	..	1	..	..	..	..	..	..	2
6. Congestion of the Lungs (including pul. apop.)	5	2	....	4	3	....	4	2	1	3	..	..	..	..	1	..	..	..	..	..	..	..	..	..	1	2	..	..	..	1	1	1	1	..	..	1	..	1	1	7
7. Asthma and Emphysema	1	3	....	2	2	....	2	2	....	....	..	..	..	..	..	..	1	..	1	..	..	..	..	..	2	..	..	..	1	..	1	..	1	1	..	..	..	..	..	..	4
8. Other Diseases of the Respiratory System	1	2	....	3	....	....	2	1	....	1	..	..	..	..	..	..	..	..	..	1	1	..	..	..	..	..	..	..	..	1	2	..	..	..	..	..	..	..	..	..	3
Total	42	47	....	61	28	....	48	39	2	26	4	3	2	..	1	..	2	2	5	2	1	..	1	3	7	13	15	..	3	6	16	11	11	11	2	1	4	12	2	10	89
VI. DIGESTIVE SYSTEM.																																								
1. Ulcer of the Stomach	2	....	....	1	1	....	....	1	1	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2	..	..	..	..	..	..	..	..	1	1	..	..	..	..	..	2
2. Other Diseases of Stomach (cancer excepted)	3	3	....	5	1	....	2	4	....	....	..	..	1	..	..	..	..	..	..	..	..	..	1	1	3	..	..	..	1	..	1	1	..	1	..	..	..	1	1	..	6
3. Infantile Diarrhœa and Cholera Infantum	13	20	....	33	....	....	33	....	....	27	6	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2	..	2	6	15	6	2	33
4. Diarrhœa and Enteritis (not infantile)	2	5	....	3	4	....	....	6	1	....	..	..	..	..	..	..	..	..	1	..	..	..	..	..	2	1	..	..	..	1	..	..	..	..	..	5	..	1	..	..	7
5. Dysentery	1	....	....	1	....	....	....	1	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	1
6. Hernia and Intestinal obstructions	4	3	....	3	4	....	4	3	....	....	..	..	..	..	..	2	1	..	..	..	..	..	..	1	1	2	..	..	2	..	..	..	..	..	..	4	..	..	..	1	7
7. Other Diseases of the Intestines	2	2	....	3	1	....	3	1	....	2	..	..	..	..	..	..	..	..	..	..	..	..	1	..	1	..	..	..	..	..	1	..	..	1	..	..	1	1	..	..	4
8. Diseases of the Liver	3	4	....	2	4	1	3	4	....	2	..	..	..	..	..	1	..	..	..	..	..	1	..	2	1	1	..	..	1	..	1	1	1	..	..	1	..	1	..	1	7
9. Peritonitis (not puerperal)	4	2	....	5	1	....	4	2	....	....	..	..	..	1	2	1	..	1	..	..	..	..	..	..	1	..	..	..	2	2	..	..	..	..	..	2	..	..	..	..	6
10. Iliac Abscess and Appendicitis	2	3	....	5	....	....	4	1	....	....	..	..	..	..	1	2	..	..	..	..	..	1	1	..	..	..	..	..	..	..	2	2	..	..	..	1	..	..	..	..	5
Total	36	42	....	61	16	1	53	23	2	31	6	..	..	1	1	5	4	..	2	..	1	1	3	4	11	8	..	..	6	4	5	4	3	3	3	19	16	10	3	2	78

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CAUSES OF DEATHS BY COUNTIES IN 1906.—HALDIMAND—(Including municipalities of all classes).

General Diseases.	Sex.			Nativity.			Social Condition.			Ages.																												Months.												Totals.
										Under 5.																																									
	Male.	Female.	Not stated.	Canada.	Foreign.	Not stated.	Single.	Married.	Not stated.	0.1	1.	2.	3.	4.	5–9	10–14.	15–19.	20–24.	25–29.	30–34.	35–39.	40–44.	45–49.	50–59.	60–69.	70–79.	80 and over.	Not given.	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	
Number of Column.	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41
I. COMMUNICABLE (EPIDEMIC) DISEASES.																																															
1. Typhoid Fever	8	3	....	8	3	....	6	5	....	..	..	..	..	..	..	2	2	2	..	..	1	..	1	1	..	2	..	..	..	1	..	..	1	..	..	..	2	6	..	1	11
2. Scarlet Fever	....	1	....	1	....	....	1	....	....	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	1
3. Whooping Cough	1	....	....	1	....	....	1	....	....	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	1
4. Influenza	2	....	....	1	1	....	..	2	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	1	..	..	..	..	..	2	..	..	..	..	..	..	..	..	..	..	2
Total	11	4	....	11	4	....	8	7	....	1	..	..	..	..	1	2	2	2	..	..	1	..	1	2	1	2	..	..	..	3	..	..	3	..	..	..	2	6	..	1	15
II. OTHER GENERAL DISEASES.																																														
1. Pyaemia and Septicaemia	....	2	....	2	..	....	....	2	....	..	..	..	..	..	..	..	..	..	..	2	..	..	..	..	..	..	..	..	..	..	1	..	..	..	1	..	..	..	..	..	2
2. Tuberculosis and Scrofula	6	6	....	12	....	....	4	8	....	..	..	..	..	..	..	..	..	4	1	..	1	1	1	2	2	..	..	..	1	2	..	1	1	..	1	1	..	1	1	..	12
3. Anaemia	....	1	....	1	....	....	....	1	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	1
4. Cancer	6	8	....	11	..	....	2	12	....	..	..	..	..	..	..	..	..	..	..	..	2	..	..	2	5	4	1	..	..	2	..	2	1	1	1	2	1	2	2	..	..	14
5. Rheumatism and Gout	....	1	....	1	....	....	....	1	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	1
6. Diabetes	2	3	....	3	2	....	1	4	....	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	1	3	..	..	..	3	..	..	..	..	..	..	..	2	..	..	..	5
Total	14	21	....	33	2	....	7	28	..	..	..	..	..	..	..	1	..	..	4	1	2	3	1	1	6	8	7	1	..	6	2	3	5	3	2	4	2	4	3	1	..	35
Local Diseases.																																															
III. DISEASES OF NERVOUS SYSTEM.																																															
1. Meningitis	2	1	....	3	....	....	2	1	....	..	..	..	..	..	1	..	..	1	..	..	..	..	..	1	..	..	..	..	..	..	..	1	..	1	..	..	..	1	..	..	..	3
2. Congestion and Hemorrhage of the Brain	7	7	....	9	5	....	3	11	....	..	..	..	..	..	..	1	..	..	..	..	..	..	..	1	2	5	5	..	..	4	2	..	1	..	1	3	2	..	1	..	..	14
3. Paralysis without specified cause	7	4	....	5	6	....	2	9	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	1	3	6	..	..	..	1	1	2	..	1	2	1	..	1	1	1	11
4 Insanity	..	1	....	1	....	....	....	1	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	1
5. Epilepsy	4	....	....	4	....	....	3	1	....	..	..	..	..	..	..	2	..	..	..	..	..	1	1	..	..	..	..	..	..	..	..	..	1	..	1	..	..	1	1	..	..	4
6 Convulsions (not puerperal)	2	3	....	5	....	....	5	....	....	4	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	1	..	..	1	..	2	..	..	..	..	..	1	5
7. Other Nervous Diseases	1	2	....	2	1	....	1	2	....	1	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	1	..	..	..	..	..	..	1	1	..	..	..	1	..	..	..	3
Total	23	18	....	29	12	....	16	25	....	5	..	..	..	1	1	2	1	1	..	..	1	2	5	5	12	5	..	..	5	3	2	5	2	6	5	3	2	4	2	2	41
IV. CIRCULATORY SYSTEM.																																														
1 Organic Heart Diseases	10	6	....	9	7	....	4	12	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	3	3	4	6	..	..	1	1	..	..	1	2	2	3	2	1	3	16
2. Arteries, Atheroma, Aneurism, etc	1	....	....	....	1	....	....	1	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	1
3. Other Diseases of the Circulatory System	1	....	....	1	....	....	....	1	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	1
Total	12	6	....	10	8	....	4	14	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	3	4	4	7	..	..	1	2	1	..	1	2	2	3	2	1	3	18

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HALDIMAND—*Concluded.*

Number of Column.	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41
XIV. ILL-DEFINED CAUSES.																																									
1. Dropsy	1	2	....	2	1	....	....	3	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2	..	1	..	..	1	..	..	..	..	1	1	..	..	..	..	3
2. Tumors	....	1	....	1	....	....	....	1	....	....	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	1
3. Other Ill-defined causes	2	1	....	3	..	....	1	2	....	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2	..	..	..	..	..	..	..	2	..	..	..	1	..	..	..	3
4. Heart Failure	4	2	....	4	1	1	....	6	....	....	..	..	..	..	..	..	1	..	..	..	..	..	..	..	4	..	..	1	..	1	..	..	..	..	1	..	..	2	..	1	1	6
Total	7	6	....	10	2	1	1	12	....	1	..	..	..	..	..	..	1	..	..	..	..	..	1	..	8	..	1	1	..	2	..	..	2	1	1	1	2	1	2	1	13
Total from all causes	142	125	....	200	65	2	100	166	1	53	1	1	1	1	4	4	4	15	1	6	6	3	9	22	40	47	48	1	22	25	19	24	24	22	17	23	25	34	13	19	267

CAUSES OF DEATHS BY COUNTIES IN 1906.—HALIBURTON.—(Including municipalities of all classes.)

General Diseases.	Sex.			Nativity.			Social Con.			Ages.																			Months.												Totals.
										Under 5.																															
Number of column.	Male.	Female.	Not stated.	Canada.	Foreign.	Not stated.	Single.	Married.	Not stated.	0.1	1.	2.	3.	4.	5-9.	10-14.	15-19.	20-24.	25-29.	30-34.	35-39.	40-44.	45-49.	50-59.	60-69.	70-79.	80 and over.	Not given.	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41
I. COMMUNICABLE (EPIDEMIC) DISEASES.																																									
1. Measles	2	....	....	2	....	....	2	....	....	1	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	1	..	..	..	..	..	..	..	2
2. Whooping Cough	3	1	....	4	....	....	4	....	....	2	1	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	2	..	..	..	..	..	1	..	..	4
3. Diphtheria and Croup	....	2	....	2	....	....	2	....	....	1	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	1	..	..	2
4. Influenza	....	1	....	....	1	....	....	1	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	1
Total	5	4	....	8	1	....	8	1	....	4	1	..	..	1	..	1	1	..	..	..	..	..	..	..	..	1	..	..	..	1	..	1	2	2	..	..	..	1	1	..	1	9
II. OTHER GENERAL DISEASES.																																								
1. Tuberculosis and Scrofula	1	3	....	4	....	....	3	1	....	....	..	..	..	..	..	..	1	..	1	..	1	..	..	1	..	..	..	..	..	..	..	..	1	1	1	1	..	..	..	..	4
2. Cancer	3	1	....	2	2	....	....	4	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	2	1	1	..	..	..	..	..	2	1	..	..	..	..	1	..	..	..	4
3. Rheumatism and Gout	....	1	....	1	....	....	....	1	....	....	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	1
4. Other General Diseases	....	1	....	1	....	....	1	....	....	....	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	1
Total	4	6	....	8	2	....	4	6	....	....	..	..	..	..	..	1	1	..	1	..	2	..	..	3	1	1	..	..	..	..	..	2	1	2	1	1	..	..	..	..	10

| Local Diseases. | | |

CAUSES OF DEATHS BY COUNTIES IN 1906.—HALTON.

General Diseases.	Sex.			Nativity.			Social Condition.			Ages.																													Months.												Total.
										Under 5.																																										
	Male.	Female.	Not stated.	Canada.	Foreign.	Not stated.	Single.	Married.	Not stated.	0.1.	1.	2.	3.	4.	5-9.	10-14.	15-19	20-24.	25-29.	30-34.	35-39.	40-44	45-49.	50-59.	60-69.	70-79.	80 and over.	Not given.	January.	February.	March	April.	May.	June.	July.	August.	September.	October.	November.	December.											
Number of Column.	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41										
I. COMMUNICABLE (EPIDEMIC) DISEASES.																																																	
1. Typhoid Fever	...	1	....	1	....	....	1	....	....	....	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	1									
2. Measles	1	3	....	2	2	..	4	....	....	....	..	1	1	..	..	..	1	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	2	2	..	..	..	..	..	..	4									
3. Scarlet Fever	1	....	....	1	....	....	1	....	....	....	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	1									
4. Whooping Cough	2	1	....	3	....	....	3	....	....	2	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2	1	..	..	..	..	..	..	3									
5. Diphtheria and Croup	....	1	....	1	....	....	1	....	....	....	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	1									
Total	4	6	....	8	2	....	10	....	....	2	3	1	1	..	..	1	1	..	1	..	..	..	..	..	..	..	..	..	..	1	..	2	4	1	..	..	..	1	1	..	10									
II. OTHER GENERAL DISEASES.																																																	
1. Pyæmia and Septicæmia	1	2	....	1	2	....	....	3	....	....	..	..	..	..	..	..	..	..	..	1	1	..	..	..	..	..	1	..	..	1	..	..	1	..	..	..	..	..	..	1	3									
2. Tuberculosis and Scrofula	13	16	....	22	5	2	13	13	3	7	1	..	..	..	..	2	2	..	2	3	2	1	3	4	2	..	..	..	2	3	3	2	2	..	2	1	7	1	2	1	29									
3. Anæmia	2	5	....	6	1	....	2	5	....	....	..	..	..	..	..	..	..	1	1	1	1	1	1	1	..	..	..	..	..	2	2	1	..	..	..	..	1	1	..	..	7									
4. Cancer	4	9	....	11	1	1	1	12	....	....	..	..	..	..	..	..	..	..	..	..	..	..	1	5	4	1	2	..	1	..	..	2	..	2	1	2	..	2	1	2	13									
5. Rheumatism and Gout	....	2	....	2	....	....	....	2	....	....	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	1	..	1	..	..	2									
Total	20	34	....	42	9	3	16	35	3	7	1	..	..	..	..	2	2	1	4	6	3	3	9	9	4	3	..	..	3	6	5	5	2	3	3	4	8	8	3	4	54									
Local Diseases.																																																	
III. NERVOUS SYSTEM.																																																	
1. Meningitis	2	3	....	5	....	....	4	1	....	2	..	1	1	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	1	..	2	..	..	..	..	..	1	..	..	1	5									
2. Congestion and Hemorrhage of the Brain	11	6	....	8	8	1	1	15	1	....	..	..	..	..	..	..	..	..	1	..	..	1	3	2	8	2	..	..	1	3	2	..	1	2	2	1	2	1	2	..	17									
3. Softening of the Brain	1	1	....	2	....	....	....	2	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2	..	..	..	..	..	..	..	..	..	..	..	..	1	..	1	2									
4. Paralysis without specified cause	5	3	...	4	4	....	2	6	....	....	..	..	..	..	..	..	1	..	..	..	..	..	1	1	2	3	..	..	1	1	1	..	1	..	..	..	2	1	1	..	8									
5. Epilepsy	2	....	....	1	1	....	1	1	..	....	..	..	..	..	..	1	..	..	..	..	..	..	..	1	..	..	..	..	..	..	1	..	..	1	..	..	..	..	..	..	2									
6. Convulsions (not puerperal)	2	5	....	2	5	....	5	2	...	4	1	..	..	..	..	..	..	..	..	..	1	..	..	1	..	..	..	..	..	..	1	..	..	1	..	..	3	..	..	2	7									
7. Tetanus	....	1	....	....	1	....	1	....	....	....	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	1									
Total	23	19	....	22	19	1	14	27	1	6	1	1	1	..	..	1	..	1	..	1	2	..	2	7	4	13	2	..	3	5	7	..	2	4	2	1	8	3	3	4	42									
IV. DISEASES OF CIRCULATORY SYSTEM.																																																	
1. Organic Heart Diseases	5	15	....	10	10	....	3	16	1	....	..	..	..	..	..	..	..	..	..	..	..	..	2	2	7	6	3	..	2	2	..	1	1	1	2	1	4	..	2	4	20									
2. Diseases of the Circulatory	....	1	....	....	1	....	....	1	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	1									
Total	5	16	....	10	11	....	3	17	1	....	..	..	..	..	..	..	..	..	..	..	..	..	2	2	7	7	3	..	2	2	..	1	1	1	2	1	4	..	3	4	21									

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HALTON—*Concluded.*

Number of Column.	1	2	3	4	5	6	7	8	9	10	11	22	13	14	15	16	17	18	19	20	21	22	23	24	25	36	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41
XIII. ACCIDENT.																																									
1. Fractures and Dislocations	....	1	....	....	1	....	....	1	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	....	....	1	..	..	..	..	..	..	..	..	..	1
2. Drowning	2	....	....	1	1	....	....	2	....	....	..	..	..	..	..	..	..	..	..	..	1	1	..	..	..	..	..	..	....	....	1	..	..	..	..	..	..	1	..	..	2
3. Railways	1	1	....	....	1	1	1	1	....	....	..	..	..	..	..	..	1	..	..	..	..	..	..	1	..	..	..	..	....	....	....	..	..	..	1	..	..	..	1	..	2
4. Burns and Scalds	....	1	....	1	....	....	1	....	....	....	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	....	....	....	..	1	..	..	..	..	..	..	..	1
5. Other Accidents	1	....	....	1	....	....	1	....	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	1	....	....	..	..	..	..	..	..	..	..	..	1
Total	4	3	....	3	3	1	3	4	....	....	..	..	..	..	..	..	1	1	..	..	1	1	..	2	..	1	..	..	1	..	2	..	1	..	1	..	..	1	1	..	7
XIV. ILL-DEFINED CAUSES.																																								
1. Ill-defined Causes	1	1	....	1	1	....	....	2	....	....	..	..	..	..	..	..	..	..	..	..	..	..	1	1	..	..	..	..	....	....	1	..	..	1	..	..	..	..	..	..	2
2. Heart Failure	7	2	....	5	4	....	4	5	....	....	..	..	..	..	..	..	..	..	1	..	1	..	2	2	3	..	..	..	....	....	1	..	..	2	..	1	1	1	2	1	9
Total	8	3	....	6	5	....	4	7	....	....	..	..	..	..	..	..	..	..	1	..	1	..	3	3	3	..	..	..	....	....	2	..	..	3	..	1	1	1	2	1	11
Total from all causes	140	168	1	204	99	6	140	152	17	80	11	3	5	....	3	2	8	6	5	9	12	6	11	26	29	58	37	1	23	24	39	20	26	22	15	22	46	28	20	24	309

CAUSES OF DEATHS BY COUNTIES IN 1906.—HASTINGS.—(Including Municipalities of all Classes).

General Diseases.	Sex.			Nativity.			Social Con.			Ages.																				Months.												Totals.
										Under 5.																																
	Male.	Female.	Not stated.	Canada.	Foreign.	Not stated.	Single.	Married.	Not stated.	0.1	1.	2.	3.	4.	5-9.	10-14.	15-19.	20-24.	25-29.	30-34.	35-39.	40-44.	45-49.	50-59.	60-69.	70-79.	80 and over.	Not given.	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	
Number of Column.	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41
I. COMMUNICABLE (EPIDEMIC) DISEASES.																																									
1. Typhoid Fever	10	6	....	12	4	....	12	3	1	....	1	..	..	..	1	1	5	1	1	2	2	..	1	..	1	..	..	..	1	1	..	..	..	..	..	..	5	4	1	4	16
2. Smallpox	1	....	....	1	....	....	1	....	....	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	1
3. Measles	....	2	....	2	....	....	2	....	....	1	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	1	..	..	..	..	..	..	..	..	2
4. Whooping Cough	....	2	....	2	....	....	2	....	....	1	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2	..	..	..	..	..	..	..	..	..	..	2
5. Diphtheria and Croup	12	4	....	16	....	....	16	....	....	....	2	2	2	1	7	1	1	..	..	..	..	..	..	1	..	..	..	..	2	..	3	1	2	..	1	..	1	3	1	2	16
6. Influenza	....	2	....	2	....	....	1	1	....	....	..	1	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	1	..	..	1	..	..	..	..	..	..	..	..	2
Total	23	16	....	35	4	....	34	4	1	3	5	3	2	1	8	2	6	1	1	2	2	..	2	..	1	..	..	..	3	2	7	2	2	1	1	..	6	7	2	6	39

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HASTINGS.—*Continued.*

Number of Column.	1	2	3	4	5	6	7	8	9	19	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	10	41
VII. GENITO-URINARY SYSTEM.																																									
1. Acute Nephritis	1	1	....	2	....	....	....	2	....	....	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	1	..	..	..	1	..	..	..	..	1	..	..	..	..	2
2. Bright's Disease	11	3	....	10	4	....	2	11	1	....	..	..	..	..	..	..	..	..	1	..	1	2	1	1	2	5	1	..	2	1	1	1	1	..	2	2	..	..	3	1	11
3. Other Diseases Kidneys and Adnexa	2	2	....	3	1	....	1	3	....	1	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	2	..	..	..	1	..	..	..	1	..	..	..	..	1	1	..	1
4. Diseases of the Bladder	2	....	....	2	....	....	....	2	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	1	..	..	..	..	..	..	..	..	..	..	..	1	1	2
5. Diseases of the Male Genital Organs	3	....	....	3	....	....	....	3	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	1	1	..	..	..	1	..	..	..	2	..	..	..	..	..	3
6. Other Diseases of the Uterus	....	2	....	1	1	....	....	2	....	....	..	..	..	..	..	..	..	..	..	..	..	1	1	..	..	..	..	..	..	..	..	..	..	..	2	..	..	..	..	..	2
7. Ovarian Cysts and other Ovarian Tumors	....	1	....	1	....	....	1	....	....	....	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	1
Total	19	9	....	22	6	....	4	23	1	1	..	..	..	..	..	..	..	..	2	..	1	4	2	2	3	9	4	..	2	2	3	1	1	3	2	6	..	1	5	2	28
VIII. PUERPERAL DISEASES.																																								
1. Puerperal Albuminuria and Convulsions	....	2	....	2	....	....	....	2	....	....	..	..	..	..	..	..	..	..	1	..	..	1	..	..	..	..	..	..	..	..	1	..	1	..	..	..	..	..	..	..	2
2. Other accidents of Pregnancy, sudden death	....	3	....	3	....	....	....	3	....	....	..	..	..	..	..	..	..	2	..	1	..	..	..	..	..	..	..	..	..	1	..	1	1	..	..	..	..	..	..	..	3
Total	....	5	....	5	....	....	....	5	....	....	..	..	..	..	..	..	..	2	1	1	..	1	..	..	..	..	..	..	..	2	..	2	1	..	..	..	..	..	..	..	5
IX. THE SKIN.																																								
1. Other Diseases of the Skin and Adnexa	3	1	....	4	....	....	....	4	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	3	..	1	..	1	..	..	..	2	..	1	..	..	..	..	..	4
Total	3	1	....	4	....	....	....	4	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	3	..	1	..	1	..	..	..	2	..	1	..	..	..	..	..	4
X. LOCOMOTOR SYSTEM.																																								
1. Diseases of Bones and Joints	1	....	..	1	....	....	1	....	....	....	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	1
Total	1	....	....	1	....	....	1	....	....	....	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	1
XI. MALFORMATIONS, ETC.																																								
1. Still-Births	11	13	6	30	....	....	30	....	....	30	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2	2	2	3	2	2	3	3	3	2	6	30
2. Congenital Debility and Malformations	26	8	2	36	....	....	36	....	....	36	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	5	4	3	3	1	..	6	2	4	2	6	36
3. Other Diseases of Infancy	5	3	....	8	....	....	8	....	....	8	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	1	..	2	..	1	..	1	1	1	..	8
4. Senile Decay	42	47	....	48	39	2	7	79	3	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	36	52	..	3	7	8	6	12	5	7	8	6	8	5	14	89
Total	81	71	8	122	39	2	81	79	3	74	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	36	52	..	3	15	15	11	20	8	10	17	12	16	10	26	163
XII. SUICIDE.																																								
(No cases in this class.)																																								
XIII. ACCIDENT.																																								
1. Fractures and Dislocations	7	1	....	7	1	....	2	6	....	....	..	..	..	..	1	..	..	..	..	..	..	1	1	..	3	1	1	..	..	1	..	..	1	5	..	..	..	..	..	1	8
2. Lightning	1	....	....	1	....	....	1	....	....	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	1
3. Drowning	6	1	....	7	....	....	6	1	....	....	..	1	..	1	..	3	1	..	..	..	..	1	..	..	..	..	..	..	2	..	..	2	..	1	1	..	1	..	..	..	7
4. Asphyxiation	....	1	....	1	....	....	1	....	....	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	1
5. Railways	3	1	....	2	....	2	1	3	....	....	..	..	..	..	..	..	..	..	1	..	..	..	..	..	1	..	1	1	..	..	..	..	1	..	..	1	..	1	1	..	4
6. Homicide	....	1	....	....	1	....	....	1	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	1	..	..	..	..	..	..	..	..	..	1
7. Other accidents	4	6	....	9	1	....	4	6	....	1	..	1	..	..	..	..	1	..	1	..	..	..	1	1	..	3	1	..	1	1	..	..	..	..	4	..	..	3	..	1	10
8. Explosion	2	....	....	2	....	....	1	1	....	....	..	..	..	..	..	..	1	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2	..	..	2
Total	23	11	....	29	3	2	16	18	....	3	..	2	..	1	1	3	3	..	1	1	..	3	2	1	4	5	3	1	3	2	1	2	2	6	5	1	3	5	1	31

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HURON.—*Concluded.*

Number of column.	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41
Local Diseases.																																									
III. DISEASES OF NERVOUS SYSTEM.																																									
1. Meningitis	2	5	....	5	2	....	5	2	....	3	1	....	..	1	..	..	..	..	..	..	..	..	..	..	1	1	..	..	1	..	..	..	..	..	2	..	2	1	1	.	7
2. Congestion and Hemorrhage of the Brain	21	9	....	11	17	2	4	25	1	2	..	..	..	..	..	..	..	..	..	..	..	2	5	1	12	8	..	..	2	1	5	3	2	3	..	3	3	3	4	1	30
3. Softening of the Brain	1	....	....	1	....	....	....	1	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	1
4. Paralysis without specified cause	14	10	....	6	18	....	....	24	....	..	..	..	..	..	..	..	..	..	..	..	..	1	..	2	7	10	4	..	3	1	1	4	2	4	2	1	2	1	..	3	21
5. Insanity	1	....	....	....	1	....	....	....	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	1
6. Epilepsy	2	2	..	4	....	....	3	....	1	..	..	..	..	..	..	1	..	..	..	..	2	..	1	..	..	..	..	..	2	2	..	..	..	..	..	..	..	..	..	..	4
7. Convulsions (not puerperal)	5	1	....	6	....	....	6	....	....	3	2	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	1	1	1	..	..	..	..	2	..	..	..	6
8. Other Nervous Diseases	5	7	....	10	2	....	4	7	1	1	..	..	2	..	..	..	..	1	..	..	1	1	..	2	2	2	..	..	2	2	1	3	1	..	1	..	..	1	..	1	12
Total	51	34	....	43	40	2	22	59	4	9	3	1	2	..	1	1	..	1	..	..	3	2	3	9	13	27	12	..	11	7	8	11	6	8	5	4	9	6	5	5	85
IV. DISEASES OF CIRCULATORY SYSTEM.																																									
1. Organic Heart Diseases	19	15	....	14	19	1	6	25	3	....	....	....	....	....	....	....	1	....	....	....	1	1	..	4	9	11	7	.	6	5	5	3	3	5	2	....	....	3	2	34
2. Angina Pectoris	3	2	....	3	2	....	....	5	....	....	....	....	....	....	....	....	....	....	....	....	....	....	..	2	..	2	1	..	1	..	1	1	..	..	..	1	1	..	..	..	5
3. Dis of the Arteries, Atheroma Aneurism, etc	3	2	....	1	4	....	....	5	....	....	....	....	....	....	....	....	....	....	....	....	....	....	..	1	1	2	1	..	2	1	..	..	..	..	..	1	..	..	1	..	5
4. Other Diseases of the Circulatory	1	5	....	4	2	....	2	4	....	....	....	....	....	....	1	..	..	..	..	1	2	..	..	..	2	..	..	..	..	..	..	..	2	..	..	..	..	2	1	1	6
Total	26	24	....	22	27	1	8	39	3	....	....	....	....	..	1	..	1	..	..	1	3	1	..	7	12	15	9	..	9	6	6	6	3	5	3	1	1	2	5	3	59
V. DISEASES OF THE RESPIRATORY SYSTEM.																																									
1. Acute Bronchitis	4	1	....	3	2	....	3	2	....	2	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	1	1	..	2	1	..	1	..	..	..	..	..	1	..	..	5
2. Chronic Bronchitis	....	2	....	....	2	....	....	2	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	1	1	..	....	....	....	....	1	..	..	....	....	....	....	1	..	2
3. Broncho-pneumonia	6	5	....	8	3	....	5	6	....	1	2	..	..	..	1	..	..	1	..	2	..	..	..	..	1	1	2	..	1	1	3	1	2	..	..	..	2	1	..	11
4. Pneumonia	28	29	....	32	23	2	17	37	3	5	6	..	2	1	..	1	..	1	1	1	2	1	2	2	14	10	8	..	8	8	6	6	9	2	2	2	4	5	3	57
5. Pleurisy	1	3	....	2	2	....	1	3	....	....	....	....	....	....	....	....	....	....	1	..	..	..	..	1	..	1	1	..	..	..	1	..	..	..	..	..	..	1	2	..	4
6. Congestion of the Lungs, etc	1	2	....	1	1	1	....	2	1	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	1	..	2	..	..	1	1	1	..	..	..	..	..	..	..	..	3
7. Asthma and Emphysema	1	....	....	1	....	....	....	1	....	....	....	....	....	....	....	....	....	....	....	1	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	1
Total	41	42	....	47	33	3	26	53	4	8	8	..	2	1	2	1	..	2	2	3	2	1	4	2	17	11	14	..	11	11	11	10	11	3	2	2	2	8	9	3	83
VI. DIGESTIVE SYSTEM.																																									
1. Other Diseases of Stomach (cancer excepted)	7	1	....	4	4	....	2	5	1	....	..	..	..	1	..	..	1	..	..	1	..	..	..	..	3	..	2	..	2	1	..	1	1	..	..	..	..	3	..	..	8
2. Infant. Diarr. (cholera infan.)	16	15	....	31	....	....	31	....	....	27	4	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	1	..	..	1	..	2	1	1	9	12	3	1	31
3. Diarrhœa and Enteritis (not infantile)	6	4	....	6	4	....	3	7	....	..	..	1	..	..	..	1	..	..	1	1	..	1	1	..	3	1	..	..	..	..	..	..	..	..	1	1	1	5	2	..	10
4. Dysentery	5	5	....	6	4	....	....	9	1	....	..	..	..	..	..	..	..	1	..	..	..	..	1	..	3	3	2	..	..	..	1	1	..	..	..	..	..	6	2	..	10
5. Hernia and Intestinal obstructions	2	2	....	3	1	....	1	3	....	..	..	..	..	..	..	..	..	..	..	2	..	..	1	..	..	..	1	..	..	..	1	..	1	..	..	..	..	..	..	..	4
6. Other Diseases of the Intestines	1	1	....	2	....	....	....	2	....	..	..	..	..	..	..	..	..	..	..	1	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	2	..	..	..	..	2
7. Diseases of the Liver	2	8	....	8	2	....	2	8	....	..	..	..	..	..	..	..	..	..	1	..	..	..	..	1	3	2	1	2	..	..	2	1	..	..	..	..	..	1	3	2	..	10
8. Peritonitis (not puerperal)	2	2	....	4	....	....	4	....	....	....	....	....	....	....	....	2	1	..	1	..	..	..	..	..	..	..	..	..	..	..	1	1	1	..	..	..	..	1	..	..	4
9. Iliac, abscess (Typhlitis, perity phlitis, appen.	1	3	....	3	1	....	4	....	....	....	....	....	....	....	1	1	1	..	..	..	..	1	..	..	..	..	..	..	1	..	..	1	..	..	..	..	..	1	..	..	4
Total	42	41	....	67	16	....	47	34	2	27	4	..	1	1	1	3	4	..	3	5	1	2	4	4	8	7	8	.	4	3	4	5	3	2	4	4	21	25	5	3	83
VII. GENITO-URINARY SYSTEM.																																									
1. Bright's Disease	10	9	....	11	7	1	1	18	....	....	..	..	..	..	1	..	..	..	1	..	..	1	..	4	1	8	3	..	..	3	2	3	3	1	..	1	..	1	4	1	19
2. Other Diseases of the Kidneys and Adnexa	6	....	....	2	4	....	1	5	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2	2	2	..	..	..	..	..	1	..	2	..	..	..	1	2	6
3. Diseases of the Bladder	3	....	....	....	3	....	1	2	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	1	2	..	1	..	..	..	..	1	..	..	..	..	1	.	3
4. Diseases of the male Genital Organs	4	....	....	1	3	....	1	3	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	2	2	..	..	..	1	1	..	..	..	..	..	1	..	1	..	4
5. Other Diseases of the Uterus	....	2	....	2	..	..	....	2	....	....	....	....	....	....	....	....	....	....	1	..	..	1	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	1	2
6. Ovarian Cysts and other Ovarian Tumors	....	2	....	1	1	....	1	1	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	1	..	..	1	..	1	..	..	..	..	1	..	..	..	..	..	2
Total	23	13	....	17	18	1	5	31	....	....	....	....	....	....	1	..	..	..	2	..	..	2	..	4	4	13	9	1	1	5	4	3	4	2	3	2	..	2	6	4	36

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CAUSES OF DEATHS BY COUNTIES IN 1906.—KENT.—(Including Municipalities of all classes.)

General Diseases.	Sex.			Nativity.			Social Con.			Ages.																						Months.												Totals.
										Under 5.																																		
Number of Column.	Male.	Female.	Not stated.	Canada.	Foreign.	Not stated.	Single.	Married.	Not Stated.	0.1	1.	2.	3.	4.	5-9.	10-14.	15-19.	20-24.	25-29.	30-34.	35-39.	40-44.	45-49.	50-59.	60-69.	70-79.	80 and over.	Not given.	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41
I. COMMUNICABLE (EPIDEMIC) DISEASES.																																									
1. Typhoid Fever	9	6	....	13	2	....	10	5	....	....	..	..	..	1	..	2	1	4	2	..	1	..	1	2	..	1	....	....	1	1	..	1	..	..	..	1	2	6	2	1	15
2. Smallpox	....	....	1	1	....	....	1	....	....	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	1
3. Measles	1	1	....	2	....	....	2	....	....	1	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	1	2
4. Whooping Cough	2	2	....	4	....	....	4	....	....	4	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2	1	..	1	..	..	..	4
5. Diphtheria and Croup	7	....	....	7	....	....	7	....	....	1	..	1	1	..	2	..	1	1	..	..	..	..	..	..	..	..	..	..	..	2	..	..	..	..	1	..	..	1	1	..	2	7
6. Influenza	4	1	....	2	3	....	2	1	2	....	..	..	..	..	..	1	..	..	..	..	..	..	..	1	..	1	2	.	..	1	..	2	1	..	..	..	..	1	..	..	..	5
7. Other Epidemic Diseases	1	....	....	1	....	....	1	....	....	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	1
Total	24	10	1	30	5	....	27	6	2	8	1	1	1	1	2	3	2	5	2	..	1	..	1	3	..	2	2	..	4	2	3	3	..	1	2	2	4	8	2	4	35
II. OTHER GENERAL DISEASES.																																									
1. Pyæmia and Septicæmia	2	2	....	1	3	....	....	2	2	....	..	..	..	..	..	..	..	..	..	..	1	1	..	1	..	..	1	..	..	..	1	..	1	..	1	..	..	..	..	..	..	4
2. Tuberculosis and Scrofula	44	52	....	90	6	....	48	44	4	6	4	2	..	..	..	1	7	20	8	11	11	5	6	7	7	1	..	..	10	5	9	11	8	5	9	7	12	10	6	4	96
3. Anæmia	4	2	....	4	2	....	2	3	1	....	..	..	..	..	..	..	..	1	..	..	..	..	..	..	4	..	..	1	..	2	1	..	1	1	..	..	1	..	..	..	..	6
4. Cancer	25	18	....	29	11	3	5	38	....	1	..	..	..	..	..	..	..	..	2	2	2	4	9	9	11	2	1	..	2	2	5	7	2	4	2	2	3	5	3	6	43
5. Rheumatism and Gout	1	....	....	....	1	..	1	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	1
6. Diabetes	4	1	....	4	1	..	....	4	1	....	..	..	..	..	..	..	..	..	1	..	1	1	..	..	1	1	..	..	..	..	1	..	..	..	1	..	..	2	1	..	5
7. Other General Diseases	2	2	....	3	1	....	1	3	....	....	..	..	1	..	..	..	..	..	..	..	1	..	..	1	..	..	1	..	..	..	2	..	2	..	..	..	1	..	1	4
Total	82	77	....	131	25	3	57	94	8	7	4	3	..	..	..	1	7	21	9	13	16	9	10	18	21	13	5	2	14	10	14	20	13	10	12	11	16	17	10	12	159
Local Diseases.																																									
III. DISEASES OF NERVOUS SYSTEM.																																									
1. Encephalitis	5	....	....	5	....	....	3	1	1	3	1	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	1	..	..	..	2	..	1	..	5
2. Meningitis	5	7	....	12	....	....	12	....	....	8	2	..	..	..	2	..	..	..	..	..	..	..	..	..	..	..	..	..	1	1	1	1	1	..	1	3	1	1	1	..	12
3. Congestion and Hemorrhage of the Brain	22	13	....	20	15	....	6	27	2	3	..	..	..	..	..	..	..	..	2	1	..	1	..	3	7	8	10	..	7	..	5	3	..	..	1	2	7	5	3	1	35
4. Softening of the Brain	....	1	....	1	....	....	....	1	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	1
5. Paralysis without specified cause	10	15	....	16	9	....	3	19	3	....	..	..	..	..	..	2	..	..	..	..	..	..	..	3	4	12	4	..	3	3	4	4	4	..	1	..	..	2	3	1	25
6. Insanity	1	1	....	2	....	....	....	2	....	....	..	..	..	..	..	..	..	..	..	..	1	..	1	..	..	..	..	..	..	..	1	..	..	1	..	..	..	..	..	..	2
7. Epilepsy	2	....	....	....	2	....	2	....	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	2	..	..	..	..	..	..	..	..	..	..	..	..	2	..	..	..	2
8. Convulsions (not puerperal)	3	1	....	4	....	....	4	....	....	3	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	1	1	..	..	1	..	..	..	4
9. Other Nervous Diseases	4	4	....	4	4	....	1	7	....	....	..	..	..	..	..	..	..	1	..	..	1	..	..	1	3	1	1	..	1	..	1	3	..	..	1	1	1	..	..	..	8
Total	52	42	....	64	30	....	31	57	6	17	3	1	..	..	1	2	2	1	2	2	1	2	1	11	13	21	14	..	13	4	12	13	8	2	4	6	14	8	8	2	94

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KENT.—*concluded.*

Number of Column.	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	32	34	35	36	37	38	39	40	41
XI. MALFORMATIONS, ETC.																																									
1. Still-Births	20	16	....	36	....	....	36	....	....	36	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	3	2	4	2	4	5	5	..	..	4	5	2	36
2. Congenital Debility and Malformations	29	27	....	56	....	....	56	....	....	56	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	6	3	1	4	5	8	4	6	5	6	4	4	56
3. Other Diseases of Infancy	8	2	....	10	....	....	10	....	....	10	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	2	..	..	3	..	..	1	2	..	1	10
4. Senile Decay	29	29	....	21	35	2	2	54	2	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	13	45	..	8	6	9	4	3	6	..	6	3	4	6	3	58
Total	86	74	....	123	35	2	104	54	2	102	..	..	..	..	..	..	..	..	..	..	..	..	..	13	45	..	17	12	16	10	12	22	9	12	9	16	15	10	160
XII. SUICIDE.																																								
1. Strangulation	3	....	....	2	1	....	2	1	....	....	..	..	..	..	..	..	1	..	1	..	..	..	1	..	..	..	..	..	..	..	..	..	1	..	..	..	1	1	..	3
2. Drowning	1	....	....	1	..	....	1	....	....	....	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	1
3. Sharp instruments	....	1	....	..	1	....	....	1	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	1	..	..	1
4. Not stated	1	....	....	1	....	....	1	....	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	1	..	..	1
Total	5	1	....	4	2	....	4	2	....	....	..	..	..	..	..	1	..	1	..	1	..	..	1	1	1	..	..	..	..	..	..	..	1	1	..	..	..	3	1	..	6
XIII. ACCIDENTS.																																								
1. Fractures and Dislocations	4	1	....	4	1	....	1	4	....	....	..	..	..	..	..	1	..	..	..	..	1	..	3	..	..	..	..	..	..	..	..	..	2	..	..	1	2	..	..	5
2. Gunshot	1	....	....	1	....	....	1	....	....	....	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	1
3. Lightning	1	....	....	1	....	....	....	1	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	1	..	..	..	..	..	..	1
4. Drowning	8	3	....	10	1	....	11	....	....	....	..	..	..	..	..	1	3	4	1	..	1	..	..	..	1	..	..	..	1	..	..	..	1	1	2	5	..	1	..	11
5. Railways	5	....	....	2	2	1	3	2	....	....	..	..	..	..	..	..	..	1	..	2	..	..	..	..	..	2	..	..	..	..	..	..	..	..	2	..	1	..	1	1	5
6. Burns and Scalds	4	....	....	2	1	1	1	3	....	....	..	..	..	..	..	..	..	..	..	..	..	1	..	1	3	..	..	..	..	..	..	1	1	..	..	..	..	1	..	4
7. Other Accidents	8	4	....	8	2	2	8	3	1	2	1	..	1	..	..	1	..	..	..	..	1	..	1	..	1	3	..	1	..	..	..	1	..	1	1	..	4	1	2	2	12
Total	31	8	....	28	7	4	25	13	1	2	1	..	1	..	..	3	3	5	2	2	2	2	1	8	2	4	..	1	1	..	1	2	3	4	5	5	7	3	5	3	39
XIV. ILL-DEFINED CAUSES.																																								
1. Dropsy	4	1	....	1	3	1	2	3	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	1	2	1	1	..	....	..	1	..	..	..	..	..	1	2	1	..	5
2. Tumors	3	2	....	4	1	....	1	3	1	....	..	..	..	..	..	..	..	1	..	..	1	..	2	..	1	..	..	..	..	..	..	1	..	..	1	..	..	..	2	5
3. Other Ill-Defined Causes	5	3	....	7	1	....	4	3	1	2	1	..	..	..	..	1	..	..	..	..	..	..	1	..	1	2	..	..	..	1	1	1	2	..	..	2	..	..	1	8
4. Heart Failure	14	12	....	7	19	....	5	17	4	....	..	..	..	..	1	..	..	1	..	..	2	1	1	5	12	3	..	4	2	1	3	..	4	2	3	..	2	2	3	26
Total	26	18	...	19	24	1	12	26	6	2	1	..	..	..	1	1	..	..	2	..	..	3	1	5	7	15	6	..	4	3	3	5	2	4	3	5	2	4	3	6	44
Total from all causes	421	355	1	570	194	13	349	396	32	182	23	6	6	2	8	13	20	40	26	22	26	24	23	64	77	116	94	5	71	53	70	74	54	56	50	64	87	85	63	50	777

CAUSES OF DEATHS BY COUNTIES, IN 1906.—LAMBTON.

General Diseases.	Sex.			Nativity.			Social Conditions.			Ages.																													Months.												Totals.
										Under 5.																																									
	Male.	Female.	Not stated.	Canada.	Foreign.	Not stated.	Single.	Married.	Not stated.	0.1	1.	2.	3.	4.	5-9.	10-14.	15-19.	20-24.	25-29.	30-34.	35-39.	40-44.	45-49.	50-59.	60-69.	70-79.	80 and over.	Not given.	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	
Number of Column.	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41
I. COMMUNICABLE (EPIDEMIC) DISEASES.																																															
1. Typhoid Fever	7	11	....	15	3	....	8	10	....	....	..	..	..	..	..	..	4	1	4	3	1	..	2	3	..	..	..	..	1	1	1	..	..	..	..	1	2	6	3	3	18
2. Scarlet Fever	1	....	....	1	....	....	1	....	....	....	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1
3. Whooping Cough	2	4	....	6	....	....	6	....	....	3	3	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	1	2	1	..	1	6
4. Diphtheria and Croup	....	1	....	1	....	....	1	....	....	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1
5. Influenza	1	4	....	2	2	1	2	3	....	....	..	..	..	..	..	..	1	..	..	1	..	1	..	..	..	1	1	..	..	..	3	..	2	..	..	..	..	..	..	..	..	5
Total	11	20	....	25	5	1	18	13	....	4	3	..	..	..	1	5	1	5	3	2	..	2	3	1	1	..	..	..	1	4	1	2	..	1	1	1	4	7	3	6	31
II. OTHER GENERAL DISEASES.																																															
1. Pyæmia and Septicæmia	1	1	....	2	....	....	1	1	....	....	..	1	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	2
2. Tuberculosis and Scrofula	31	47	....	70	8	....	38	40	....	5	..	..	..	2	..	4	10	5	11	4	15	5	3	8	6	..	..	..	3	7	12	6	9	6	5	9	3	6	7	5	78
3. Anæmia	3	4	...	5	2	...	....	7	....	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	3	1	1	1	..	..	..	1	2	..	2	1	..	..	..	..	7
4. Cancer	20	21	....	20	18	3	4	37	....	..	..	..	..	..	..	1	..	..	..	..	..	..	2	2	11	11	10	4	..	2	2	5	2	2	2	3	10	5	2	5	1	41
5. Rheumatism and Gout	1	1	....	1	1	...	1	1	....	..	..	..	..	..	..	..	..	..	..	..	..	..	2	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2
6. Diabetes	7	3	....	8	2	....	5	5	....	....	1	1	..	..	..	..	..	..	1	2	..	1	..	3	..	1	..	..	..	..	..	..	..	..	..	1	..	..	1	..	10
7. Other General Diseases	3	5	....	7	1	....	5	3	....	....	..	1	..	..	..	..	..	3	..	1	..	1	..	1	..	1	..	1	..	..	..	..	..	..	..	..	1	2	4	..	8
8. Alcoholism, Acute and Chronic	2	....	....	2	....	....	2	....	....	....	..	..	..	..	..	..	2	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	1	..	..	..	..	..	..	..	..	2
Total	68	82	....	115	32	3	56	91	....	5	1	3	..	2	..	5	10	11	12	7	16	11	5	25	19	12	6	..	6	9	18	12	15	9	11	21	9	11	20	9	150
Local Diseases.																																															
III. NERVOUS SYSTEM.																																															
1. Encephalitis	1	....	....	1	....	....	1	....	....	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	1
2. Meningitis	6	4	....	8	2	....	6	4	....	2	2	..	..	1	..	1	..	..	..	2	1	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1
3. Congestion and Hemorrhage of the Brain	23	15	....	15	23	....	5	33	....	..	..	..	..	..	..	..	2	..	..	..	1	..	1	2	10	14	8	..	2	8	2	1	5	2	4	..	2	5	2	5	38
4. Softening of the Brain	1	....	....	....	1	....	....	1	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	1
5. Paralysis without specified cause	16	11	....	12	15	....	4	23	....	....	..	..	1	..	1	..	..	..	..	..	..	..	2	3	4	9	7	..	3	2	1	2	2	6	1	3	1	3	1	2	27
6. Epilepsy	3	2	....	4	....	1	4	1	....	....	2	..	..	..	..	1	..	..	..	..	..	..	..	1	..	..	1	..	..	1	1	2	..	..	..	..	..	..	..	1	..	5
7. Convulsions (not puerperal)	2	2	....	3	1	....	4	....	....	1	3	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	2	..	..	1	4
8. Tetanus	1	1	....	2	....	....	1	1	....	....	..	..	1	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2
9. Other Nervous Diseases	1	4	....	3	2	....	2	3	....	1	..	..	..	..	..	..	..	..	..	..	..	..	1	2	1	..	..	..	1	..	..	..	..	..	1	1	1	..	..	..	5
Total	54	39	....	48	44	1	27	66	....	5	7	..	2	1	1	1	3	..	..	2	2	1	3	7	16	26	16	..	6	11	9	6	9	10	7	7	6	9	4	9	93

LAMBTON.—*Concluded.*

Number of Column.	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41
IV. CIRCULATORY SYSTEM.																																									
1. Endocarditis	2	2	....	4	....	....	2	2	....	....	..	..	..	..	2	..	..	..	..	..	..	..	1	..	1	..	..	..	1	..	1	..	..	..	..	..	..	..	2	4
2. Organic Heart Diseases	9	17	....	16	10	....	4	22	....	....	..	1	..	..	..	..	1	..	1	..	..	3	2	3	6	6	3	..	5	1	3	1	3	3	2	2	2	1	1	2	26
3. Angina Pectoris	2	....	....	2	....	....	....	2	....	....	..	..	..	..	..	..	..	..	..	..	..	..	1	..	1	..	..	..	..	..	1	..	..	..	1	..	..	..	..	..	2
4. Diseases of the Arteries, Atheroma, etc	4	1	....	2	3	....	....	5	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	3	1	..	1	..	..	..	..	..	..	..	..	3	..	1	5
5. Other Diseases of the Circulatory System	3	3	....	4	2	....	1	5	....	....	..	..	..	..	..	..	..	..	3	..	..	..	..	2	1	..	..	..	..	..	1	2	..	..	1	..	1	..	..	1	6
Total	20	23	....	28	15	....	7	36	....	....	..	1	..	..	2	..	1	..	1	3	..	3	3	6	9	10	4	..	6	2	5	4	3	3	4	2	3	4	1	6	43
V. RESPIRATORY SYSTEM.																																									
1. Acute Bronchitis	1	2	....	2	....	1	2	1	....	1	..	..	..	..	..	..	..	..	..	..	..	2	..	..	..	..	..	..	..	1	1	..	..	..	..	..	..	1	..	..	3
2. Chronic Bronchitis	5	2	....	2	5	....	....	7	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	2	4	..	..	1	..	1	..	..	..	..	..	..	1	..	..	7
3. Broncho-pneumonia	4	....	....	4	....	....	4	....	....	2	2	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	1	..	1	1	3	1	..	..	..	..	..	4
4. Pneumonia	34	26	....	32	26	2	24	35	1	8	..	..	..	1	..	..	4	2	3	..	1	5	2	4	12	9	9	..	11	5	9	7	2	..	3	2	3	4	5	9	60
5. Pleurisy	2	....	....	....	2	....	....	2	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	1	..	..	..	..	1	..	1	..	..	..	..	..	..	..	2
6. Congestion of the Lungs, inc. pul. apop.	....	1	....	....	1	....	....	1	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	1	..	1
7. Asthma and Emphysema	....	1	....	1	....	....	....	1	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	1
8. Other Diseases of the Respiratory System	2	1	....	3	....	....	2	1	....	....	..	1	..	..	1	..	..	..	..	1	..	..	..	..	..	..	..	..	1	..	..	..	..	..	1	..	..	1	..	..	3
Total	48	33	....	44	34	3	32	48	1	11	2	1	..	1	1	..	4	2	3	1	1	7	2	4	15	13	13	..	14	7	12	8	4	3	5	2	3	7	7	9	81
VI. DIGESTIVE SYSTEM.																																								
1. Other Diseases of Stomach (cancer excepted)	5	6	....	8	2	1	5	6	....	2	2	..	..	..	..	..	..	..	1	1	..	2	..	1	1	1	..	..	1	..	..	1	1	..	1	..	3	1	3	..	11
2. Infantile Diarrhoea and Cholera Infantum	21	13	....	34	....	....	34	....	....	32	2	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	1	1	6	17	7	1	..	34
3. Diarrhoea and Enteritis (not infantile)	4	1	....	3	2	....	1	4	....	....	..	1	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	3	..	..	1	..	..	..	..	2	1	1	..	..	5
4. Dysentery	1	3	....	2	2	....	....	4	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	3	1	..	..	..	..	..	..	..	..	3	1	..	..	4
5. Hernia and Intestinal obstructions	4	3	....	6	1	....	2	4	1	....	..	..	..	..	..	..	1	..	..	..	..	..	..	4	..	..	..	1	..	..	..	..	..	..	..	..	..	3	..	..	7
6. Other Diseases of the Intestines	1	1	....	1	1	....	....	2	....	....	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	1	..	..	..	1	1	..	..	..	..	..	..	..	2
7. Diseases of the Liver	1	2	....	3	....	....	1	2	....	....	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	1	1	..	..	..	..	..	..	..	..	..	3	..	..	..	3
8. Peritonitis (not puerperal)	1	1	....	2	....	....	1	1	....	....	..	..	..	..	..	1	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	1	..	..	2
9. Iliac Abscess and Appendicitis	10	3	....	13	....	....	7	6	....	....	..	..	..	..	1	1	2	2	1	3	..	..	2	1	..	..	..	..	2	2	..	1	..	3	1	1	1	2	..	..	13
Total	48	33	....	72	8	1	51	29	1	34	4	1	..	..	1	3	3	3	2	4	1	2	3	7	2	2	7	2	3	4	1	5	2	5	4	9	29	15	4	..	81
VII. GENITO-URINARY SYSTEM.																																								
1. Acute Nephritis	....	1	....	1	....	....	....	1	....	....	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	1
2. Bright's Disease	15	7	....	15	7	....	3	19	....	....	..	..	..	..	..	..	..	..	1	1	1	..	1	4	6	8	..	..	2	1	1	2	3	1	1	2	3	2	2	2	22
3. Other Diseases of the Kidneys and Adnexa	1	2	....	2	1	....	2	1	....	....	..	..	..	..	..	..	..	1	..	..	..	..	..	1	..	..	1	..	..	..	..	1	..	..	..	..	..	..	1	1	3
4. Diseases of the Male Genital Organs	3	....	....	3	....	....	....	3	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	1	1	1	..	..	..	..	1	..	1	..	..	..	..	..	1	..	3
Total	19	10	....	21	8	....	5	24	....	....	..	..	..	..	..	..	1	1	1	1	1	..	2	5	7	9	1	..	2	1	3	3	4	1	1	2	3	2	4	3	29
VIII. PUERPERAL DISEASES.																																								
1. Puerperal Septicæmia	....	1	....	1	....	....	....	1	....	....	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	1
2. Puerperal Albuminuria and Convulsions	....	3	....	3	....	..	....	3	....	....	..	..	..	..	..	..	..	..	1	..	2	..	..	..	..	..	..	..	2	1	..	..	..	..	..	..	..	..	..	..	3
3. Other accidents of Pregnancy, sudden death	....	2	....	1	....	1	....	2	....	....	..	..	..	..	..	..	..	..	2	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	1	..	..	..	2
Total	....	6	...	5	....	1	....	6	....	....	..	..	..	..	..	..	1	..	3	..	2	..	..	..	..	..	..	..	2	2	..	..	..	1	..	..	1	..	..	..	6

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CAUSES OF DEATHS BY COUNTIES IN 1906.—LANARK.—(Including Municipalities of all Classes.)

General Diseases.	Sex.			Nativity.			Social Con.			Ages.																								Months.												Totals.
										Under 5.																																						
Number of Column.	Male.	Female.	Not stated.	Canada.	Foreign.	Not stated.	Single.	Married.	Not stated.	0.1	1.	2.	3.	4.	5–9.	10–14.	15–19.	20–24.	25–29.	30–34.	35–39.	40–44.	45–49.	50–59.	60–69.	70–79.	80 and over.	Not given.	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December												
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41												
I. COMMUNICABLE (EPIDEMIC) DISEASES.																																															
1. Typhoid Fever	7	2	....	8	1	....	2	7	....	..	..	..	..	..	..	..	1	..	1	3	..	3	1	..	..	..	..	..	..	1	..	1	1	..	..	..	3	3	..	..	9												
2. Scarlet Fever	1	....	....	1	....	....	1	....	....	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	1												
3. Whooping Cough	1	....	....	1	....	....	1	....	....	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	1												
4. Diphtheria and Croup	....	1	....	1	....	....	1	....	....	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	1												
5. Influenza	3	....	....	3	....	....	2	1	....	1	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	1	..	..	..	1	..	1	..	..	..	..	..	1	..	..	3												
Total	12	3	....	14	1	....	7	8	....	3	..	..	..	..	..	..	1	1	2	3	..	3	1	..	..	..	1	..	..	2	..	3	2	..	..	1	3	4	..	..	15												
II. OTHER GENERAL DISEASES.																																															
1. Pyæmia and Septicæmia	1	....	....	....	1	....	....	1	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	1	..	..	..	..	1												
2. Tuberculosis and Scrofula	22	26	....	43	4	1	33	14	1	2	1	1	..	1	1	1	1	8	4	8	5	6	4	1	4	..	1	..	..	7	4	6	2	6	5	1	2	4	2	5	4	48												
3. Anæmia	1	4	....	5	....	....	1	4	....	..	..	..	..	..	..	..	..	..	..	..	1	..	1	..	1	2	..	..	..	2	..	..	..	..	1	..	..	..	..	..	2	5												
4. Cancer	8	16	....	19	5	....	3	19	2	..	..	..	..	..	..	..	..	..	..	..	..	2	..	2	9	7	3	1	1	..	3	2	2	3	1	3	2	5	1	1	24												
5. Diabetes	2	....	....	2	....	....	1	1	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	1	..	..	..	..	1	..	..	1	..	..	..	..	..	..	..	..	2												
6. Other General Diseases	....	3	....	3	....	....	1	2	....	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	1	1	..	..	..	..	1	..	1	..	1	..	..	..	..	..	..	3												
Total	34	49	....	72	10	1	39	41	3	2	1	1	..	1	1	1	8	4	8	6	6	8	1	8	13	10	3	1	11	4	10	5	9	8	4	5	7	7	6	7	83												
Local Diseases.																																															
III. NERVOUS SYSTEM.																																															
1. Encephalitis	1	....	....	1	....	....	1	....	....	....	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	1												
2. Meningitis	3	2	....	4	1	....	5	....	....	1	1	1	..	..	..	1	..	..	..	1	..	..	..	..	..	..	..	..	1	2	..	..	..	..	..	1	..	1	..	..	5												
3. Congestion and Hemorrhage of the Brain	7	6	....	10	2	1	3	9	1	1	1	..	..	..	..	..	..	..	..	1	..	..	1	3	3	3	..	..	1	2	1	2	1	1	2	1	..	1	..	1	13												
4. Paralysis without specified cause	11	8	....	9	10	....	2	16	1	..	..	..	..	..	..	..	..	..	..	..	..	..	1	2	5	6	5	..	1	3	..	1	..	2	3	3	1	4	1	..	19												
5. Epilepsy	1	....	....	....	1	....	....	1	....	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	1												
6. Convulsions (not puerperal)	2	2	....	3	1	....	3	1	....	2	..	..	..	..	..	1	1	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	1	..	1	..	..	..	1	..	..	4												
7. Other Nervous Diseases	....	3	....	2	1	....	1	2	....	....	..	..	..	..	1	..	..	..	1	..	..	..	..	..	..	..	1	..	..	..	..	..	1	..	..	1	1	..	..	..	..	3												
Total	25	21	....	29	16	1	15	29	2	4	2	1	..	1	1	1	2	..	1	..	2	1	1	3	8	9	9	..	4	7	1	4	2	5	6	6	2	7	1	1	46												
IV. CIRCULATORY SYSTEM.																																															
1. Endocarditis	....	1	....	1	....	....	1	....	....	....	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	1												
2. Organic Heart Disease	16	4	....	12	7	1	6	13	1	..	..	..	..	..	..	1	..	1	..	..	..	..	..	2	8	6	2	..	..	3	1	2	2	2	1	3	..	1	..	3	2	20												
3. Diseases of the Arteries, Atheroma, etc	3	....	....	1	2	....	2	1	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	3	..	..	..	2	..	1	..	..	..	..	..	..	..	..	3												
4. Other Diseases of the Circulatory	1	....	...	1	....	....	....	1	.	....	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	1												
Total	20	5	....	15	9	1	9	15	1	....	..	..	..	..	..	1	..	1	1	..	..	1	..	2	8	6	5	..	4	3	2	3	2	1	3	..	2	..	3	2	25												

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LANARK.—*Concluded.*

Number of column.	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41
XII. SUICIDE.																																									
1. Strangulation	1	....	....	1	....	....	1	....	....	....	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	1
2. Drowning	1	....	....	1	....	....	1	....	....	....	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	1
Total	2	....	....	2	....	....	2	....	....	....	..	..	..	..	..	..	1	..	..	..	..	..	1	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	1	..	2
XIII. ACCIDENTS.																																									
1. Fractures and Dislocations	1	1	....	....	2	....	1	....	1	....	..	..	..	..	..	..	..	..	..	..	..	..	..	1	1	..	..	..	1	1	..	..	..	..	..	..	..	..	..	..	..	2
2. Lightning	1	....	....	....	....	1	....	1	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	1
3. Drowning	4	1	....	3	2	....	4	....	1	....	..	..	1	..	1	1	..	..	..	..	..	..	..	..	..	..	..	2	..	..	..	..	3	1	1	..	..	..	..	..	5
4. Railways	1	1	....	2	....	....	1	1	....	....	..	..	..	..	..	..	..	..	..	1	1	..	..	..	..	..	..	..	..	..	..	1	..	..	..	1	..	..	..	..	2
5. Burns and Scalds	3	....	....	3	....	....	....	2	1	....	..	..	..	..	1	..	..	..	..	..	..	..	..	2	..	..	..	..	..	2	..	..	..	..	..	1	..	..	..	..	3
6. Other Accidents	3	....	....	3	....	....	1	2	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	2	..	..	..	1	..	..	1	..	..	..	..	..	1	1	..	..	3
Total	13	3	....	11	4	1	7	6	3	....	..	..	1	..	2	1	..	..	..	..	1	1	..	5	2	..	1	2	3	2	..	1	..	4	1	2	2	1	..	..	16
XIV. ILL-DEFINED CAUSES.																																								
1. Dropsy	8	6	....	9	5	....	2	12	....	1	..	..	..	..	..	..	..	..	..	..	..	2	1	4	3	3	..	..	1	1	2	1	1	1	1	1	1	..	3	1	14
2. Tumors	1	1	....	2	....	....	....	2	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	2	..	..	..	..	..	1	..	..	..	..	1	..	..	..	..	..	2
3. Other Ill-Defined Causes	7	4	....	11	....	....	6	5	....	....	..	..	..	..	..	..	1	..	..	2	2	2	..	2	1	..	1	..	..	1	..	1	1	..	..	..	..	..	..	..	11
4. Heart Failure	16	11	1	19	9	....	5	22	1	....	..	..	..	..	1	..	1	..	..	..	..	1	5	7	10	3	..	..	2	3	3	2	3	3	1	1	4	2	3	1	28
Total	32	22	1	41	14	....	13	41	1	1	..	..	..	..	1	..	2	..	..	2	2	5	8	15	14	6	1	4	5	7	4	5	5	3	3	5	2	9	3	55
Total from all causes	251	212	3	357	105	4	212	241	13	84	10	3	3	4	9	4	15	14	16	12	15	18	13	32	67	76	67	4	55	38	41	50	39	42	33	37	43	35	31	22	466

CAUSES OF DEATHS BY COUNTIES IN 1906.—LEEDS AND GRENVILLE.—(Including municipalities of all classes).

General Diseases	Sex.			Nativity.			Soc'l con.			Ages.																				Months.												Totals.
										Under 5.					5-9.	10-14.	15-19.	20-24.	25-29.	30-34	35-39.	40-44.	45-49.	50-59.	60-69.	70-79.	80 & over.	Not given	Jan.	Feb.	March.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.	
Number of Column.	Male.	Female.	Not stated.	Canada.	Foreign.	Not stated.	Single.	Married.	Not stated.	0.1	1.	2.	3.	4.																												
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41
1. COMMUNICABLE (EPIDEMIC) DISEASES.																																									
1. Typhoid Fever	12	4	....	14	2	..	8	8	....	....	1	..	..	..	..	1	1	1	4	3	1	..	2	1	..	..	1	..	..	1	..	..	..	1	1	2	3	2	5	1	..	16
2. Scarlet Fever	....	2	....	2	....	....	2	....	....	....	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2	..	..	2
3. Whooping Cough	2	1	....	3	....	....	3	....	....	1	..	..	1	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	2	..	..	..	..	..	..	..	..	3
4. Diphtheria and Croup	4	4	....	8	....	....	8	....	....	....	2	..	1	..	3	..	2	..	..	..	..	..	..	..	..	..	1	..	..	..	1	1	..	..	..	..	..	3	2	1	..	8
5. Influenza	....	3	....	3	....	....	3	....	....	2	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	2	..	1	..	..	..	..	..	..	..	..	..	3
Total	18	14	....	30	2	....	24	8	....	3	4	..	3	1	5	1	3	4	3	1	..	2	1	..	..	1	..	..	1	2	1	3	3	1	2	3	2	10	3	1	32

II. OTHER GENERAL DISEASES.

| | | |

Number of Column.	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41
VI. DIGESTIVE SYSTEM.																																									
1. Other Dis's. of the Stomach (cancer excepted)	3	4	....	7	....	....	2	5	....	1	..	..	..	..	..	..	..	..	..	..	..	1	..	1	..	4	..	..	1	..	1	..	..	..	..	1	4	..	..	..	7
2. Infan. Diarr. and Cholera Infantum	19	12	....	31	....	....	31	....	....	29	2	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	5	10	11	2	2	..	31
3. Diarrhœa and Enteritis (not Infantile)	3	5	....	5	3	....	1	6	1	....	..	..	..	..	1	..	..	..	..	..	..	..	..	1	..	1	2	..	..	..	..	..	..	..	..	3	3	2	..	..	8
4. Dysentery	....	2	....	1	1	....	....	2	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	2
5. Hernia and Intestinal obstructions	3	4	....	3	3	1	2	5	....	....	..	..	..	..	..	..	..	..	..	..	..	1	..	3	..	1	2	..	1	1	1	1	1	..	..	..	..	1	1	..	7
6. Other Diseases of the Intestines	4	2	....	3	3	....	1	5	....	1	..	..	..	..	..	..	..	..	..	..	..	..	..	2	..	1	2	..	.	1	1	..	..	1	..	..	1	1	..	1	6
7. Diseases of the Liver	3	2	....	4	1	....	1	3	1	....	1	..	..	..	..	..	..	..	1	..	..	..	..	..	..	3	..	..	1	..	1	1	..	..	1	1	..	..	..	..	5
8. Peritonitis (not puerperal)	1	3	....	3	1	....	1	3	....	....	..	..	..	..	..	..	..	..	2	..	1	..	..	..	..	1	..	..	..	..	..	1	1	..	..	1	..	..	..	1	4
9. Iliac Abscess and Appendicitis	2	3	....	4	1	....	5	....	....	....	..	..	..	..	..	2	2	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	1	1	1	..	1	..	5
Total	38	37	....	61	13	1	44	29	2	31	3	..	..	..	1	2	2	..	1	3	..	3	..	10	1	11	7	..	4	2	4	3	3	1	7	17	20	8	4	2	75
VII. GENITO-URINARY SYSTEM.																																									
1. Bright's Disease	14	10	....	15	9	....	4	16	4	....	..	..	..	..	..	..	..	..	2	..	1	3	1	5	8	1	2	1	1	1	1	1	1	2	2	1	3	2	2	4	4	24
2. Other Diseases of the Kidneys and Adnexa	3	....	....	2	1	....	....	2	1	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	2	..	..	2	..	..	..	..	..	..	..	..	..	..	..	1	3
3. Diseases of the Bladder	3	....	....	3	....	....	....	3	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	2	..	..	..	..	..	1	..	..	..	..	1	..	1	3
4. Other Diseases of the Uterus	....	2	....	....	2	....	....	2	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	1	..	..	..	..	..	..	..	2	..	..	..	..	..	..	2
Total	20	12	....	20	12	....	4	23	5	....	..	..	..	..	..	..	..	..	2	..	1	3	1	5	10	5	4	1	3	1	1	2	2	1	1	3	2	3	4	6	32
VIII. PUERPERAL DISEASES.																																									
1. Puerperal Albuminuria and Convulsions	....	1	....	1	....	....	....	1	....	....	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	1
Total	....	1	....	1	....	....	....	1	....	....	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	1
IX. THE SKIN.																																									
1. Erysipelas	....	1	....	1	....	....	1	....	....	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	1
2. Other Diseases of the Skin and its Adnexa	1	....	....	1	....	....	....	1	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	1	..	..	..	..	..	..	..	..	..	..	..	1
Total	1	1	....	2	....	....	1	1	....	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	1	..	..	..	..	..	..	1	..	..	..	..	2
X. LOCOMOTOR SYSTEM.																																									
1. Pott's Disease	....	1	....	1	....	....	1	....	....	....	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	1
2. Diseases of Bones and Joints	1	....	....	1	....	....	....	1	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	1	..	..	..	..	..	..	..	..	1
Total	1	1	....	2	....	....	1	1	....	....	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	1	..	..	..	..	..	1	..	..	..	..	..	..	..	1	2
XI. MALFORMATIONS, ETC.																																									
1. Still-Births	19	13	....	32	....	....	32	....	....	32	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2	2	2	7	1	5	3	..	3	3	1	3	32
2. Congenital Debility and Malformations	32	15	3	50	....	....	50	....	....	50	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	6	6	5	3	4	1	7	5	6	3	..	4	50
3. Other Diseases of Infancy	3	2	....	5	....	....	5	....	....	3	2	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	1	1	..	..	..	1	..	..	1	..	..	5
4. Senile Decay	43	45	....	42	43	3	12	73	3	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	8	26	54	..	11	5	14	6	10	6	7	12	3	8	4	2	88
Total	97	75	3	129	43	3	99	73	3	85	2	..	..	..	..	..	..	..	..	..	..	..	..	..	8	26	54	..	20	14	22	16	15	12	18	17	12	15	5	9	175

	Sex.			Nativity.			Social Con.			Ages.																															Months.												Totals.
										Under 5.																																											
General Diseases.	Male.	Female.	Not stated.	Canada.	Foreign.	Not stated.	Single.	Married.	Not stated.	0,1	1.	2.	3.	4.	5-9.	10-14.	15-19.	20-24.	25-29.	30-34.	35-39	40-44.	45-49.	50-59.	60-69.	70-79.	80 and over.	Not given.	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.											
Number of Column.	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41										
XII. SUICIDE.																																																	
1 Poison	....	1	....	1	....	..	1	....	....	....	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	1										
2. Strangulation	1	....	....	1	....	....	1	....	....	....	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	1										
3. Not stated	....	1	....	1	....	....	1	....	....	....	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	1										
Total	1	2	....	3	....	....	3	....	....	....	..	..	..	..	..	..	1	1	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	1	..	1	..	3										
XIII. ACCIDENTS.																																																	
1. Fractures and Dislocations	3	....	....	3	....	....	3	....	....	....	..	..	..	..	..	1	..	1	..	..	..	1	..	..	..	..	..	..	..	..	1	..	..	..	1	..	1	..	..	..	3										
2. Gunshot	1	....	....	1	....	....	....	1	....	....	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	1										
3. Lightning	1	....	....	1	....	....	1	....	....	....	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	1	..	..	..	1										
4. Drowning	8	1	....	9	....	....	3	3	3	....	..	..	..	..	..	..	2	..	1	2	..	..	..	1	2	1	..	..	..	1	..	1	..	1	..	1	1	1	1	1	9										
5. Burns and scalds	1	3	....	4	....	....	3	1	....	....	..	1	..	1	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	1	..	..	..	..	..	..	1	1	1	4										
6. Other Accidents	8	3	....	10	1	....	4	6	1	....	..	1	..	..	1	..	1	..	1	1	1	..	3	..	1	2	..	..	..	2	..	..	..	..	2	1	1	..	3	..	2	11										
Total	22	7	....	28	1	....	14	11	4	....	1	..	2	..	1	2	3	2	2	4	..	4	..	2	4	2	..	..	2	2	2	1	2	2	3	2	3	4	3	4	29										
XIV. ILL-DEFINED CAUSES.																																																	
1. Dropsy	3	7	....	8	2	....	1	9	....	....	..	..	..	..	..	1	..	..	1	..	..	1	2	..	2	2	1	..	..	1	2	..	..	3	1	2	..	..	1	..	10										
2. Tumors	....	3	....	....	3	....	....	3	....	....	..	..	..	..	..	..	..	..	..	..	..	1	..	..	1	1	..	..	..	..	1	..	..	..	..	..	..	..	1	..	3										
3. Other Ill-defined Causes	2	2	....	3	1	....	2	2	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	1	1	2	..	..	..	..	..	..	..	1	..	..	2	..	..	1	4										
4. Heart Failure	17	19	....	29	7	....	4	31	1	....	..	..	..	..	..	1	1	..	..	1	..	..	..	3	7	16	7	..	1	1	3	5	4	2	1	5	2	4	4	4	36										
Total	22	31	....	40	13	....	7	45	1	....	..	..	..	..	..	2	1	..	1	1	..	2	2	4	11	21	8	..	1	2	6	5	4	6	2	7	5	4	6	5	53										
Total from all causes	451	389	3	662	170	11	342	470	31	142	23	3	8	2	12	11	23	25	32	31	27	35	35	68	112	134	112	8	57	70	88	82	62	66	60	89	83	73	52	61	843										

CAUSES OF DEATHS BY COUNTIES IN 1906.—LENNOX AND ADDINGTON.—(Including Municipalities of all classes).

	Sex.			Nativity.			Social Con.			Ages.																															Months.												Totals.
										Under 5.																																										
General Diseases.	Male.	Female.	Not stated.	Canada.	Foreign.	Not stated.	Single.	Married.	Not stated.	0,1	1.	2.	3.	4.	5-9.	10-14.	15-19.	20-24.	25-29.	30-34.	35-39	40-44.	45-49.	50-59.	60-69.	70-79.	80 and over.	Not given.	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.											
Number of Column.	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41										
1. COMMUNICABLE DISEASES.																																																	
1. Typhoid Fever	1	4	....	3	2	....	3	....	2	....	..	..	..	..	1	1	..	..	..	..	..	..	1	1	1	..	..	..	..	..	..	..	1	..	..	..	..	1	3	..	..	5										
2. Measles	1	....	....	....	1	....	1	....	....	....	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	1										
3. Whooping Cough	1	2	....	3	....	....	3	....	....	....	1	..	2	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	1	..	..	1	..	..	..	..	3										
4. Influenza	....	1	....	1	....	....	1	....	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	1										
Total	3	7	....	7	3	....	8	....	2	....	2	..	2	..	1	1	..	..	..	..	..	..	1	1	1	1	..	..	1	..	..	2	1	1	..	1	1	3	..	..	10										

LENNOX AND ADDINGTON.—*Concluded.*

Number of Column.	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41
II. OTHER GENERAL DISEASES.																																									
1. Pyæmia and Septicæmia	1	....	....	1	....	....	....	1	....	....	....	....	....	....	....	....	....	....	....	....	....	1	....	....	....	....	....	....	....	....	....	....	....	1	....	....	....	....	....	....	1
2. Tuberculosis and Scrofula	9	17	....	25	1	....	14	11	1	1	1	..	..	..	..	1	2	4	4	2	..	2	2	2	3	2	..	..	1	3	2	3	2	5	2	2	1	3	..	2	26
3. Anæmia	2	1	....	3	....	..	....	3	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	1	1	1	..	..	....	....	....	....	1	1	....	....	....	....	....	....	3
4. Cancer	3	7	....	7	3	....	....	9	1	....	....	....	....	....	....	....	....	....	....	....	....	1	3	4	..	2	..	..	..	2	2	..	1	2	..	1	..	..	2	..	10
5. Rheumatism and Gout	1	....	....	....	1	....	....	1	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	1	....	....	....	....	....	1	..	..	..	..	..	..	..	1
Total	16	25	....	36	5	....	14	25	2	1	1	..	..	..	..	1	2	4	4	2	..	2	4	6	8	3	3	..	1	5	4	3	5	8	3	3	1	3	2	3	41
Local Diseases.																																									
III. NERVOUS SYSTEM.																																									
1. Meningitis	3	3	....	6	....	....	5	1	....	1	2	..	..	..	1	1	..	..	..	..	..	..	1	..	..	..	..	..	..	..	1	2	..	1	1	1	..	..	..	..	6
2. Congestion and Hemorrhage of the Brain	1	4	....	5	....	....	....	5	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	1	..	3	1	..	..	..	1	1	..	1	..	1	..	..	1	..	5
3. Paralysis without specified cause	7	9	....	12	4	....	....	12	4	....	....	....	....	....	....	....	....	....	....	....	....	1	1	3	2	3	6	..	2	2	5	1	1	..	1	1	..	1	2	..	16
4. Convulsions (not puerperal)	2	3	....	5	....	....	4	1	....	3	....	....	1	....	....	....	....	....	....	....	....	1	....	....	....	....	....	....	....	....	1	1	..	..	..	..	1	1	..	..	5
5. Other Nervous Diseases	....	3	....	2	1	....	....	2	1	....	....	....	....	....	....	....	....	....	....	....	....	....	1	..	1	1	..	..	..	..	..	..	1	..	..	..	..	..	..	1	3
Total	13	22	....	30	5	....	9	21	5	4	2	..	..	1	1	1	..	..	..	..	..	2	3	4	3	7	7	..	2	2	8	6	2	2	2	3	1	2	4	1	35
IV. CIRCULATORY SYSTEM.																																									
1. Organic Heart Diseases	10	10	....	14	5	1	....	19	1	....	..	..	..	..	..	..	..	..	..	2	1	1	1	5	1	6	2	1	2	..	1	2	5	1	4	2	2	..	1	..	20
2. Other Diseases of the Circulatory	....	1	....	1	....	....	1	....	....	....	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	1
Total	10	11	...	15	5	1	1	19	1	....	..	..	..	..	..	..	1	..	..	2	1	1	1	5	1	6	2	1	2	..	1	3	5	1	4	2	2	..	1	..	21
V. RESPIRATORY SYSTEM.																																									
1. Acute Bronchitis	1	2	....	3	....	..	1	2	....	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2	..	..	..	..	1	..	2	..	..	..	..	..	..	..	3
2. Chronic Bronchitis	....	1	....	....	1	....	....	1	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1
3. Broncho-pneumonia	3	....	....	3	....	....	2	....	1	2	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	1	..	..	..	..	..	..	..	..	..	1
4. Pneumonia	18	11	....	23	6	....	9	20	....	3	1	..	..	..	..	..	1	1	3	..	1	1	..	3	4	4	7	..	6	5	6	6	1	1	1	..	1	1	..	1	29
5. Pleurisy	1	....	....	....	1	....	....	1	....	....	....	....	....	....	....	....	....	....	....	1	....	....	....	....	....	1	..	..	....	....	....	....	....	1	....	....	....	....	....	....	1
6. Asthma and Emphysema	1	....	....	1	....	....	....	1	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	1
Total	24	14	....	30	8	....	12	25	1	6	1	..	..	..	..	..	1	1	3	1	1	1	..	3	6	7	7	..	6	6	6	7	1	3	3	..	1	1	1	3	38
VI. DIGESTIVE SYSTEM.																																									
1. Other Diseases of Stomach (cancer excepted)	3	2	....	2	3	....	....	5	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	1	1	1	1	1	..	2	1	2	..	..	..	..	..	..	..	..	5
2. Infantile Diarrhœa and Cholera Infantum	4	1	....	5	....	....	5	....	....	5	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	3	1	1	..	5
3. Diarrhœa and Enteritis (not infantile)	4	2	...	3	2	1	1	3	2	....	..	..	..	..	1	..	..	..	..	..	..	..	..	1	..	..	3	1	..	..	1	..	..	..	..	2	2	1	..	..	6
4. Dysentery	1	....	....	1	....	....	....	1	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	1	....	....	....	....	....	....	....	....	....	....	....	....	....	1
5. Other Diseases of the Intestines	1	1	....	2	....	....	....	2	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	1	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2
6. Diseases of the Liver	....	1	....	....	1	....	....	1	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	1	..	..	..	..	..	..	..	..	..	1
7. Peritonitis (not Puerperal)	3	2	....	5	....	....	2	3	....	1	..	1	..	..	..	..	..	..	..	..	..	1	..	1	..	1	..	..	..	1	..	2	..	..	1	1	..	..	..	..	5
8. Iliac Abscess and Appendicitis	3	3	....	5	1	....	4	2	....	....	..	1	..	..	1	1	1	..	..	1	..	..	..	1	..	..	..	..	1	1	2	2	..	..	..	..	..	..	..	..	6
Total	19	12	....	23	7	1	12	17	2	6	..	2	..	..	2	1	1	..	..	1	..	1	3	4	2	5	3	..	3	4	5	4	..	..	2	4	5	2	1	1	31

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CAUSES OF DEATHS BY COUNTIES IN 1906.—LINCOLN—(Including Municipalities of all classes.)

General Diseases.	Sex.			Nativity.			Social Con.			Ages.																												Months.												Totals.
										Under 5.					5–9.	10–14.	15–19.	20–24.	25–29.	30–34.	35–39.	40–44.	45–49.	50–59.	60–69.	70–79.	80 and over.	Not given.																					
	Male.	Female.	Not stated.	Canada.	Foreign.	Not stated.	Single.	Married.	Not stated.	0.1	1.	2.	3.	4.															Jan.	Feb.	March.	April	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.	
Number of Column.	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41
I. COMMUNICABLE (EPIDEMIC) DISEASES.																																																
1. Typhoid Fever	5	2	....	5	2	....	4	2	1	1	..	..	..	..	1	1	1	1	..	1	..	..	..	1	..	..	..	..	1	1	..	..	..	..	..	1	..	2	1	1	7
2. Whooping Cough	3	4	....	7	....	....	7	....	....	7	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	1	2	1	..	..	1	..	1	..	..	7
3. Diphtheria and Croup	....	2	....	2	....	....	1	1	....	1	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	2	..	..	..	..	..	..	..	..	..	..	..	2
4. Influenza	....	1	....	1	....	....	....	1	....	....	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	1
Total	8	9	....	15	2	....	12	4	1	9	..	..	..	..	1	1	1	1	1	..	..	1	1	..	..	..	..	..	4	1	1	2	1	..	..	2	..	3	2	1	17
II. OTHER GENERAL DISEASES.																																															
1. Pyæmia and Septicæmia	3	....	....	2	1	....	1	1	1	1	..	..	..	..	..	..	..	..	..	1	..	..	..	1	..	..	..	..	1	..	..	..	1	..	1	..	..	..	..	..	3
2. Tuberculosis and Scrofula	30	16	....	39	7	....	22	14	10	5	1	1	..	..	2	..	1	11	3	6	5	1	1	1	6	1	1	..	3	5	5	5	8	2	2	4	5	1	1	5	46
3. Anæmia	1	3	....	1	....	....	4	....	....	....	..	..	..	..	..	..	1	1	..	..	..	1	..	..	..	..	..	..	..	1	..	1	..	..	..	1	..	..	..	1	..	4
4. Cancer	11	15	....	17	9	....	1	19	6	....	..	..	..	..	..	..	..	..	..	2	1	1	4	6	10	2	..	..	2	2	1	1	2	5	2	1	4	1	3	2	26
5. Rheumatism and Gout	..	1	....	1	....	....	....	1	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	1
6. Diabetes	3	....	....	1	2	....	....	2	1	....	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	2	..	..	..	..	..	..	1	..	..	..	..	..	..	1	1	3
7. Other General Diseases	1	2	....	2	1	....	1	2	....	....	1	..	..	..	..	..	..	..	..	..	..	..	..	..	1	1	..	..	..	..	..	..	1	..	..	..	..	..	1	..	1	3
Total	49	37	....	66	20	....	29	39	18	6	2	1	..	..	2	1	2	12	3	6	8	3	2	6	15	14	3	..	7	7	7	8	10	9	4	6	9	3	6	10	86
Local Diseases.																																															
III. NERVOUS SYSTEM.																																															
1. Meningitis	3	1	....	3	1	....	2	1	1	2	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2	..	..	..	..	..	..	..	..	..	..	1	1	..	1	1	4
2. Congestion and Hemorrhage of Brain	8	10	....	10	8	....	2	12	4	....	..	..	..	..	..	..	..	..	..	..	..	..	3	6	3	6	..	..	..	1	2	..	4	2	1	2	2	2	1	1	18
3. Softening of the Brain	2	....	....	2	....	....	....	2	..	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2	..	..	..	..	..	..	1	..	..	1	..	..	..	..	..	2
4. Paralysis without specified cause	6	9	....	8	7	....	1	13	1	1	..	..	..	..	..	..	..	..	1	..	..	1	1	3	6	2	..	..	2	..	2	2	1	3	..	1	..	1	2	1	15
5. Epilepsy	2	..	....	2	....	....	1	1	....	....	..	..	..	..	..	..	..	..	..	..	..	..	1	..	1	..	..	..	..	..	1	..	..	..	..	..	..	1	..	..	2
6. Convulsions (not puerperal)	2	6	....	8	....	....	7	1	....	5	..	1	..	1	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	3	..	1	..	1	1	1	..	..	1	..	8
7. Tetanus	1	....	....	1	....	....	1	....	....	....	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	1
8. Other Nervous Diseases	2	1	....	2	1	....	....	2	1	....	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	2	..	..	..	1	..	..	1	..	..	..	..	..	1	..	3
Total	26	27	....	36	17	....	14	32	7	8	..	1	..	1	..	1	..	..	..	1	1	1	2	4	12	13	8	..	2	5	5	4	6	7	3	5	3	4	6	3	53
IV. CIRCULATORY SYSTEM.																																															
1. Pericarditis	1	..	....	....	1	....	....	....	1	....	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	1
2. Endocarditis	1	..	....	....	1	....	1	....	....	....	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	1
3. Organic Heart Diseases	12	13	....	15	10	....	5	16	4	....	..	1	..	..	1	..	..	..	..	..	..	..	1	7	2	9	3	1	1	3	2	4	1	2	2	1	5	2	2	..	25
4. Angina Pectoris	....	1	....	1	....	....	....	1	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	1	..	..	..	..	..	..	..	..	..	1
Total	14	14	....	16	12	....	6	17	5	....	..	1	..	..	1	1	..	..	..	1	..	..	1	7	2	9	4	1	2	3	3	4	1	2	2	1	5	2	2	1	28

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LINCOLN—*Concluded.*

Number of Column.	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41
XIII. ACCIDENTS.																																									
1. Fractures and Dislocations	1	1	....	2	....	....	1	1	....	....	..	..	..	..	..	..	..	..	1	..	..	..	..	1	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	1	2
2. Lightning	1	....	....	....	1	....	....	1	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	1
3. Drowning	6	....	....	4	2	....	4	1	1	....	..	..	..	..	1	3	..	1	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	1	..	1	2	1	..	..	1	6
4. Asphyxiation	1	..	....	....	1	....	....	....	1	....	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	1
5. Railways	4	1	....	3	2	....	2	3	....	....	..	..	..	..	..	..	..	..	..	1	..	..	..	1	1	1	..	1	..	..	..	..	1	2	..	..	..	..	1	1	..	5
4. Other Accidents	7	2	....	7	2	....	4	5	....	1	..	..	..	..	1	..	..	2	..	1	..	..	..	1	2	..	1	..	..	1	..	..	..	4	1	2	..	..	1	..	9
Total	20	4	....	16	8	....	11	11	2	1	..	..	..	..	2	3	..	4	..	3	..	..	1	2	6	..	2	..	..	1	..	..	2	8	2	4	1	1	2	3	24
XIV. ILL-DEFINED CAUSES.																																									
1. Dropsy	1	....	....	....	1	....	....	1	....	....	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	1
2. Tumors	....	1	....	1	....	....	....	1	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	1	..	..	..	..	..	..	..	..	1
3. Other Ill-defined causes	1	1	....	2	....	....	1	....	1	....	..	..	..	..	..	..	..	..	..	..	..	..	..	1	1	..	..	..	..	..	..	..	..	..	..	..	1	..	..	1	2
4. Heart Failure	1	4	....	2	3	....	....	2	3	....	..	..	..	..	..	..	..	..	..	..	..	..	..	4	..	..	1	..	..	..	..	..	2	..	1	..	..	1	..	5
Total	3	6	....	5	4	....	1	4	4	....	..	..	..	..	..	..	..	..	..	..	..	..	1	..	5	1	..	2	..	..	..	1	1	..	1	2	..	1	1	..	2	9
Total from all causes	268	224	..	360	132	..	213	212	67	124	7	6	2	2	11	9	8	20	4	15	15	16	11	37	54	85	64	2	38	43	41	49	43	46	28	42	51	37	40	34	492

CAUSES OF DEATHS BY COUNTIES IN 1906.—MIDDLESEX.—(Including municipalities of all classes).

General Diseases.	Sex.			Nativity.			Social Con.			Ages.																															Months.												Totals.
										Under 5.																																										
	Male.	Female.	Not stated.	Canada.	Foreign.	Not stated.	Single.	Married.	Not stated.	0.1	1.	2.	3.	4.	5-9.	10-14.	15-19.	20-24.	25-29.	30-34.	35-39.	40-44.	45-49.	50-59.	60-69.	70-79.	80 and over.	Not given.	Jan.	Feb.	March.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.	
Number of Column.	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41
I. COMMUNICABLE DISEASES.																																																	
1. Typhoid Fever	14	10	....	21	3	....	16	8	....	....	1	..	..	2	2	1	6	4	..	4	2	..	..	1	..	..	1	..	1	1	1	..	..	1	1	2	3	7	4	3	24
2. Measles	4	6	....	10	....	....	10	....	....	3	1	..	4	..	1	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	2	..	..	..	1	3	3	1	..	..	10
3. Scarlet Fever	....	1	....	1	....	....	1	....	....	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	1
4. Whooping Cough	2	2	....	4	....	....	4	....	....	4	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2	..	..	1	..	..	..	..	..	..	..	..	1	4
5. Diphtheria and Croup	8	7	....	15	....	....	13	2	....	2	..	2	3	1	1	1	1	2	..	1	1	..	..	..	..	..	..	..	..	1	..	3	1	1	1	..	..	..	1	..	1	3	15
6. Influenza	3	3	....	5	1	....	4	2	....	1	..	..	..	..	..	..	..	..	..	..	..	..	..	1	1	2	1	..	..	1	1	..	3	..	..	..	..	1	..	..	..	..	6
Total	31	29	....	56	4	....	48	12	....	10	2	2	7	3	5	2	7	6	..	5	3	..	..	2	1	2	2	1	5	2	7	5	1	5	1	3	8	10	6	7	60

II. OTHER GENERAL DISEASES.

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MIDDLESEX—*Continued.*

Number of Column.	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41
VI. DIGESTIVE SYSTEM.																																									
1. Other Dis's of the Stomach (cancer excepted)	3	1	....	3	1	....	3	1	....	....	1	..	..	1	..	..	..	..	..	..	..	..	1	..	1	....	..	..	..	1	..	2	..	..	..	1	..	..	..	..	4
2. Infan. Diarr. and Cholera Infantum	23	24	....	17	....	....	17	....	....	11	5	1	..	..	..	..	..	..	..	..	..	..	..	..	..	....	..	1	..	..	..	..	5	16	16	7	2	..	47
3. Diarrhœa and Enteritis (not Infantile)	6	6	....	8	4	....	6	6	....	....	..	1	..	..	..	..	1	..	1	..	..	1	1	1	2	2	2	..	2	..	..	..	..	1	..	1	6	1	1	12
4. Dysentery	....	1	....	1	....	....	1	....	....	....	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	....	..	..	..	..	..	..	..	..	..	1	..	..	..	1
5. Hernia and Intestinal obstructions	7	1	....	5	6	....	3	7	1	1	..	..	..	..	1	..	..	1	..	..	..	..	3	1	2	2	....	..	..	..	1	4	1	..	1	1	1	..	2	11
6. Other Diseases of the Intestines	1	2	....	1	2	....	1	2	....	....	..	..	..	..	..	..	..	1	..	1	..	1	..	..	1	..	....	..	..	..	..	..	1	..	..	..	..	..	1	..	3
7. Diseases of the Liver	6	8	....	4	10	....	2	12	....	....	..	..	..	..	1	..	..	..	..	1	1	..	3	1	3	4	..	1	..	..	3	6	..	..	1	..	1	2	..	14
8. Peritonitis (not puerperal)	2	3	....	4	1	....	4	1	....	....	1	..	..	..	..	..	1	..	1	..	1	..	1	..	1	....	..	..	..	..	..	..	..	..	..	..	1	..	2	..	5
9. Iliac Abscess and Appendicitis	6	7	....	11	2	....	7	6	....	....	..	..	..	..	1	..	1	4	..	1	1	1	..	1	1	1	1	..	..	1	..	1	2	1	1	3	..	3	1	13
Total	54	56	....	84	26	....	74	35	1	42	7	2	..	2	2	1	2	7	1	2	3	4	4	8	7	9	7	..	4	1	1	4	13	4	7	20	23	18	8	7	110
VII. GENITO-URINARY SYSTEM.																																								
1. Acute Nephritis	3	....	....	1	2	....	....	3	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2	1	....	..	3	..	..	..	..	..	..	..	..	..	..	..	3
2. Bright's Disease	27	23	....	25	25	....	12	36	2	2	..	..	..	..	..	1	1	4	1	..	3	3	4	6	9	12	4	..	4	1	7	4	5	3	5	1	2	4	2	9	50
3. Other Diseases of the Kidneys and Adnexa	6	4	....	2	8	....	1	9	....	....	..	..	..	..	..	..	..	..	..	1	..	..	1	1	2	2	3	..	1	2	1	1	..	1	1	..	1	1	1	..	10
4. Vesical Calculi	1	....	....	....	1	....	....	1	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	....	..	..	1	..	..	..	..	..	..	..	..	..	..	1
5. Diseases of the Bladder	3	3	....	2	4	....	....	6	....	....	..	..	..	..	..	..	..	..	..	..	..	..	2	..	..	1	3	..	..	1	1	1	1	2	..	..	..	..	..	..	6
6. Diseases of the Male Genital Organs	1	....	....	1	....	....	....	1	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	....	..	..	..	..	..	1	..	..	..	..	..	..	..	1
7. Other Diseases of the Uterus	....	1	....	1	....	....	1	....	....	....	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	....	..	..	..	..	..	..	..	..	..	..	..	1	..	1
8. Other Diseases of the Female Genital Organs	....	1	....	1	....	....	....	1	....	....	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	....	..	1	..	..	..	..	..	..	..	..	..	..	..	1
Total	41	32	....	33	40	....	14	57	2	2	..	..	..	..	..	1	1	4	1	2	4	3	7	8	11	16	10	..	3	5	9	6	7	6	6	4	3	5	1	9	73
VIII. PUERPERAL DISEASES.																																								
1. Puerperal Albuminuria and Convulsions	....	1	....	1	....	....	....	1	....	....	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	....	..	..	..	..	..	1	..	..	..	..	..	..	..	1
2. Other accidents of Pregnancy sudden death	....	5	....	4	1	....	....	5	....	....	..	..	..	..	..	..	..	..	..	2	2	1	..	..	..	..	....	..	..	..	2	1	1	..	..	..	..	1	..	..	5
Total	....	6	....	5	1	....	....	6	....	....	..	..	..	..	..	..	..	..	..	3	2	1	..	..	..	..	....	..	..	..	2	1	2	..	..	..	..	1	..	..	6
IX. THE SKIN.																																								
1. Erysipelas	2	1	....	1	2	....	....	3	....	....	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	2	..	1	..	2	..	..	..	..	..	..	..	..	..	3
2. Other Diseases of the Skin and its Adnexa	5	4	....	3	6	....	2	7	....	....	..	1	..	..	..	..	..	..	..	..	..	..	1	1	1	1	4	..	2	..	..	1	..	1	1	1	..	..	1	2	9
Total	7	5	....	4	8	....	2	10	....	....	..	1	..	..	..	..	..	..	..	1	..	1	1	1	1	1	6	..	3	..	2	1	..	1	1	1	..	..	1	2	12
X. LOCOMOTOR SYSTEM.																																								
(No cases in this Class.)																																								
XI. MALFORMATIONS, ETC.																																								
1. Still-Births	45	32	4	81	....	....	81	....	....	81	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	....	..	8	4	13	6	5	6	6	9	5	6	4	9	81
2. Congenital Debility and Malformations	32	37	1	70	....	....	70	....	....	70	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	....	..	7	9	9	8	5	4	1	5	7	4	6	5	70
3. Other Diseases of Infancy	13	3	....	16	....	....	16	....	....	16	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	....	..	..	1	1	1	..	..	1	2	4	3	2	1	16
4. Senile Decay	81	70	....	44	104	3	17	125	9	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	5	45	100	1	9	10	18	15	11	15	10	16	14	16	11	6	151
Total	171	142	5	211	104	3	184	125	9	167	..	..	..	..	..	..	..	..	..	..	..	..	..	..	5	45	100	1	24	24	41	30	21	25	18	32	30	29	23	21	318

	Sex.			Nativity.			Social Con.			Ages.																															Months.												Totals.
										Under 5.																																											
General Diseases.	Male.	Female.	Not stated.	Canada.	Foreign.	Not stated.	Single.	Married.	Not stated.	0,1	1.	2.	3.	4.	5-9.	10-14.	15-19.	20-24.	25-29.	30-34.	35-39.	40-44.	45-49.	50-59.	60-69.	70-79.	80 and over.	Not given.	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.											
Number of Column.	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41										
XII. SUICIDE.																																																		
1. Strangulation	1	..	..	1	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	1										
2. Drowning	1	1	..	2	..	..	..	2	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	2										
3. Sharp Instruments	1	..	..	1	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	1										
4. Not stated	1	..	..	..	1	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	1	..	..	1										
Total	4	1	..	4	1	..	2	3	..	..	..	..	..	..	..	..	..	..	..	1	..	1	1	..	1	1	..	..	..	..	..	..	1	..	..	1	..	1	2	..	5										
XIII. ACCIDENTS.																																																	
1. Fractures and Dislocations	6	5	..	5	6	..	2	8	1	..	..	..	..	..	2	..	..	..	..	1	1	..	1	..	2	1	3	..	3	..	1	..	..	1	1	1	3	1	..	..	11										
2. Gunshot	3	..	..	2	1	..	3	..	..	..	..	..	..	2	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	1	..	..	..	1	..	3										
3. Lightning	1	..	..	1	..	..	1	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	1										
4. Drowning	6	..	..	4	2	..	4	2	..	..	..	..	..	..	2	..	..	..	..	2	..	..	..	1	1	..	..	..	..	2	..	..	..	2	..	..	1	..	..	1	..	6										
5. Electric Cars	..	1	..	..	1	..	..	1	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	1										
6. Asphyxiation	2	2	..	..	4	..	1	3	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	1	..	2	..	..	..	..	..	..	1	..	..	..	..	..	..	..	3	4										
7. Railways	8	3	..	9	..	2	3	4	4	..	..	..	..	..	1	1	1	1	1	1	..	1	1	1	..	1	1	..	1	2	1	..	..	1	..	1	1	1	2	1	11										
8. Burns and Scalds	..	2	..	2	..	..	2	..	..	1	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2	..	..	..	..	..	..	..	..	..	..	2										
9. Other accidents	20	6	..	20	6	..	15	10	1	1	..	1	..	..	2	1	1	2	4	1	..	..	2	7	3	1	..	..	2	2	4	2	1	2	3	1	1	4	2	2	26										
Total	46	19	..	43	20	2	31	28	6	1	1	2	..	..	5	4	4	3	10	3	2	1	5	10	5	5	4	..	6	8	6	3	3	6	5	3	7	6	5	7	65										
XIV. ILL-DEFINED CAUSES.																																																	
1. Dropsy	2	10	..	5	7	..	1	10	1	..	..	..	..	..	..	..	1	..	1	..	1	..	1	2	4	2	..	..	..	..	1	3	2	..	..	1	..	..	3	2	12										
2. Tumors	1	2	..	3	..	..	..	3	..	..	..	..	..	..	..	..	..	..	..	1	..	..	1	..	1	..	..	..	1	..	1	..	1	..	..	..	..	..	..	..	3										
3. Other ill-defined causes	3	10	..	9	3	1	1	10	2	..	1	..	..	..	..	..	..	..	3	..	3	..	1	1	2	1	..	1	2	1	2	1	1	2	..	2	1	..	..	1	13										
4. Heart failure	12	18	..	23	7	..	6	24	..	1	1	..	..	..	..	..	..	2	2	..	1	3	2	10	7	..	..	1	3	4	..	3	2	1	4	3	1	4	3	2	30										
Total	18	40	..	40	17	1	8	47	3	1	2	..	..	..	..	..	..	3	5	1	5	4	3	13	12	5	2	2	6	5	4	7	6	3	4	6	2	4	6	5	58										
Total from all causes	700	643	5	909	429	10	590	709	49	284	26	12	13	9	23	16	34	44	45	50	47	46	50	109	151	185	195	9	109	98	138	130	108	93	93	109	125	126	101	118	1348										

CAUSES OF DEATHS BY COUNTIES IN 1906.—MUSKOKA.—(Including municipalities of all classes.)

	Sex.			Nativity.			Social Con.			Ages.																															Months.												Totals.
										Under 5.																																										
General Diseases.	Male.	Female.	Not stated.	Canada.	Foreign.	Not stated.	Single.	Married.	Not stated.	0,1	1.	2.	3.	4.	5-9.	10-14.	15-19.	20-24.	25-29.	30-34.	35-39.	40-44.	45-49.	50-59.	60-69.	70-79.	80 and over.	Not given.	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.										
Number of Column.	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41										
I. COMMUNICABLE DISEASES.																																																	
1. Typhoid Fever	1	..	..	1	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	1										
2. Whooping Cough	2	5	..	7	..	..	7	..	..	5	..	..	..	..	1	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2	2	1	..	1	..	1	7										
3. Diphtheria and Croup	2	2	..	4	..	..	4	..	..	..	..	..	..	2	1	1	..	..	..	..	..	..	..	..	..	..	..	..	..	2	..	..	..	1	..	..	..	..	1	..	..	1										
4. Influenza	1	..	..	1	..	..	1	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	1										
Total	6	7	..	13	..	..	12	1	..	5	..	..	..	2	3	1	..	..	..	..	1	..	1	..	..	..	..	..	..	3	..	..	..	1	2	2	1	..	2	1	1	13										

MUSKOKA.—*Concluded*

Number of Column.	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41
II. OTHER GENERAL DISEASES.																																									
1. Pyaemia and Septicæmia	1	....	....	1	....	....	....	1	....	....	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	1
2. Tuberculosis and Scrofula	15	9	....	14	10	....	9	12	3	2	..	..	..	..	2	..	4	3	..	6	3	1	2	..	1	..	..	..	..	3	..	1	3	2	2	2	8	1	1	1	24
3. Cancer	5	7	....	5	7	....	....	12	....	....	..	..	..	..	..	..	..	..	..	..	..	1	..	1	6	2	2	..	1	3	3	1	..	2	..	2	..	..	..	..	..	12
4. Rheumatism and Gout	....	2	....	....	2	....	2	....	....	....	..	..	..	..	1	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	1	..	..	..	..	..	..	2
5. Diabetes	1	....	....	....	1	....	....	1	....	....	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	1
6. Other General Diseases	1	....	....	1	....	....	....	1	....	....	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	1
Total	23	18	....	21	20	....	11	27	3	2	..	..	..	1	2	..	4	4	..	6	6	2	3	6	3	2	..	2	6	3	3	3	5	3	5	8	1	1	1	41
Local Diseases.																																								
III. NERVOUS SYSTEM.																																								
1. Meningitis	3	1	....	4	....	....	4	....	....	1	3	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	1	..	..	1	..	..	1	4
2. Congestion and Hemorrhage of the Brain	4	....	....	....	3	1	....	4	....	....	..	..	..	..	..	..	..	..	..	1	..	..	..	..	1	1	1	..	..	1	..	1	..	1	1	..	..	..	..	..	..	4
3. Paralysis without specified cause	2	2	....	2	2	....	....	4	....	....	..	..	..	..	..	..	..	..	..	1	..	..	..	1	2	..	..	..	..	..	1	1	..	..	1	..	1	..	..	..	4
4. Insanity	1	1	....	....	2	....	....	2	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2	..	1	1	..	..	..	..	..	..	..	..	..	..	..	2
5. Convulsions (not puerperal)	1	4	....	5	....	....	5	....	....	4	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	1	..	2	..	..	..	1	..	..	5
6. Other Nervous Diseases	4	....	....	4	....	....	4	....	....	....	..	..	..	1	..	1	1	..	..	..	1	..	..	..	..	..	..	..	..	..	1	..	..	..	1	2	..	..	..	..	4
Total	15	8	....	15	7	1	13	10	....	5	8	..	..	2	..	1	1	..	..	2	1	..	2	5	1	..	1	2	3	3	1	4	2	3	1	2	..	1	23
IV. CIRCULATORY SYSTEM.																																								
1. Organic Heart Diseases	5	7	....	6	6	....	2	10	....	....	1	..	..	..	..	..	..	..	..	1	..	3	..	1	5	..	1	2	1	4	1	2	..	..	..	2	..	..	..	12
2. Diseases of Arteries, Atheroma, Aneurism, etc.	1	1	....	2	....	....	....	2	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2	..	..	1	..	..	1	..	..	..	..	..	..	..	..	2
3. Other Diseases of the Circulatory	1	1	....	1	1	....	1	1	....	....	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	1	..	..	..	1	..	..	..	2
Total	7	9	....	9	7	....	3	13	....	....	1	..	1	..	..	..	..	..	..	1	..	3	..	1	7	1	1	3	1	4	2	3	..	..	..	3	..	..	..	16
V. RESPIRATORY SYSTEM.																																								
1. Acute Bronchitis	2	4	....	5	1	....	3	3	....	2	1	..	..	..	..	..	..	..	..	..	..	1	..	1	..	..	..	..	..	..	1	2	..	..	1	..	1	1	..	6
2. Chronic Bronchitis	....	3	....	1	2	....	....	3	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	2	..	..	..	..	..	1	2	..	..	..	..	..	..	..	3
3. Broncho-pneumonia	2	4	....	3	2	1	4	2	....	2	..	2	1	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	2	2	..	..	..	..	1	..	..	..	..	1	6
4. Pneumonia	12	6	....	8	10	....	7	9	2	3	1	..	..	1	..	..	1	2	..	1	..	..	..	2	2	4	1	2	4	1	2	2	1	3	..	..	..	2	1	18
5. Pleurisy	1	1	....	2	....	....	2	....	....	2	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	1	..	..	..	..	..	..	..	..	2
6. Asthma and Emphysema	1	1	....	1	1	....	....	2	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	1	..	..	..	..	..	..	..	..	..	..	2	..	2
7. Other Diseases of the Respiratory System	1	....	....	1	....	....	1	....	....	....	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	1
Total	19	19	....	21	16	1	17	19	2	10	2	2	1	..	1	..	..	1	3	..	1	1	..	2	2	6	5	1	4	6	2	4	5	3	4	1	..	1	5	3	38
VI. DIGESTIVE SYSTEM.																																								
1. Ulcer of the Stomach	....	1	....	....	1	....	....	1	....	....	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	1
2. Other Diseases of Stomach (cancer excepted)	1	4	....	3	2	....	....	4	1	....	..	..	..	..	..	..	..	1	..	..	..	..	..	3	1	..	..	..	..	..	..	..	..	1	..	1	..	..	..	3	5
3. Infantile Diarrhœa and Cholera Infantum	8	12	....	20	....	....	20	....	....	17	3	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	2	8	8	1	..	20
4. Diarrhœa and Enteritis (not infantile)	5	1	....	2	3	1	2	4	....	....	..	..	1	..	..	..	..	..	..	..	1	..	..	1	1	2	..	..	..	..	..	..	..	..	..	2	4	..	..	..	6
5. Dysentery	....	1	....	....	1	....	....	1	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	1	..	..	..	..	..	1
6. Hernia and Intestinal obstructions	3	....	....	....	3	....	....	3	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	1	1	..	..	..	..	1	1	..	..	..	..	..	..	1	3
7. Other Diseases of the Intestines	....	1	....	1	....	....	....	1	....	....	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	1
8. Diseases of the Liver	2	1	....	1	1	1	1	2	....	....	..	..	..	..	..	..	..	..	1	..	..	..	..	..	2	..	..	..	1	..	..	..	..	..	..	1	..	..	..	1	3
9. Peritonitis (not Puerperal)	3	4	....	6	1	....	5	2	....	1	..	1	..	..	..	1	1	1	..	..	..	1	..	..	1	..	..	..	..	2	..	1	1	..	1	1	..	1	..	..	7
10. Iliac Abscess (Typhilitis, perityphilitis, appendicitis)	....	1	....	1	....	....	1	....	....	....	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	1
Total	22	26	....	34	12	2	29	18	1	18	3	..	2	..	..	2	1	2	2	..	1	1	1	4	6	3	2	..	1	..	2	1	4	3	4	11	14	2	1	5	48

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CAUSES OF DEATHS BY COUNTIES IN 1906.—NIPISSING.—(Including municipalities of all classes.)

General Diseases.	Sex.			Nativity.			Social Con.			Ages.																								Months.												Totals.
										Under 5.																																						
Number of Column.	Male.	Female.	Not stated.	Canada.	Foreign.	Not stated.	Single.	Married.	Not stated.	0.1	1.	2.	3.	4.	5–9.	10–14.	15–19.	20–24.	25–29.	30–34.	35–39.	40–44.	45–49.	50–59.	60–69.	70–79.	80 and over	Not given.	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41
I. COMMUNICABLE (EPIDEMIC) DISEASES.																																													
1. Typhoid Fever	67	14	....	41	26	11	55	14	12	....	1	1	..	..	1	5	6	22	18	4	2	4	2	6	..	..	..	9	4	5	4	..	3	2	5	7	13	21	11	6	81
2. Measles	11	13	....	23	1	....	21	....	....	15	5	1	1	2	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2	3	6	3	4	3	..	1	1	..	1	21
3. Scarlet Fever	5	1	....	6	....	....	6	....	....	1	..	2	2	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	1	4	1	..	..	..	..	..	..	..	6
4. Whooping Cough	8	10	....	18	....	....	18	....	....	10	4	..	2	..	2	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	3	2	2	2	..	1	1	3	3	..	18
5. Diphtheria and Croup	4	4	....	8	....	....	8	....	....	2	..	..	4	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2	1	..	1	1	1	..	..	..	1	1	1	..	8
6. Influenza	1	1	....	2	....	....	2	....	....	1	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	1	..	..	..	..	..	..	..	..	2
7. Other Epidemic Diseases	1	....	....	1	....	....	1	....	....	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	1
Total	97	43	....	102	27	11	114	14	12	30	11	4	9	2	3	5	6	23	18	4	2	4	2	6	..	..	..	11	5	9	11	11	13	10	8	8	15	27	15	8	140
II. OTHER GENERAL DISEASES.																																													
1. Pyæmia and Septicæmia	5	1	....	3	3	....	3	2	1	1	..	..	..	..	..	..	..	..	..	1	1	1	..	1	1	..	..	..	..	1	..	..	..	1	..	..	2	1	..	1	6
2. Tuberculosis and Scrofula	21	20	....	32	3	6	24	15	2	6	1	1	..	..	..	3	3	5	5	3	5	1	2	2	3	..	..	1	4	3	5	4	7	1	1	3	5	1	5	2	41
3. Anæmia	2	2	....	4	....	....	1	3	....	..	..	..	..	..	..	..	..	1	1	1	..	..	1	..	..	..	..	..	..	1	1	..	..	..	1	..	1	..	..	..	..	4
4. Cancer	2	1	....	2	1	....	....	3	....	..	..	..	..	..	..	..	..	..	..	..	..	1	..	1	1	..	..	..	..	1	..	..	..	..	..	..	..	1	1	..	3
5. Rheumatism and Gout	....	2	....	2	....	....	1	1	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	1	..	..	..	..	1	..	..	..	..	..	1	..	..	2
6. Diabetes	....	2	....	1	....	1	1	1	....	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	1	..	..	1	2
7. Other General Diseases	....	1	....	1	....	....	1	....	....	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	1
8. Alcoholism, Acute and Chronic	5	....	....	2	1	2	1	3	1	..	..	..	..	..	..	..	..	..	..	..	1	1	1	..	..	..	1	..	..	..	1	..	..	1	1	..	..	1	1	..	5
Total	35	29	....	47	8	9	32	28	4	7	1	1	..	..	..	3	4	6	6	5	8	4	4	6	5	..	2	2	6	6	6	4	8	4	1	5	8	4	8	4	64
Local Diseases.																																													
III. NERVOUS SYSTEM.																																													
1. Encephalitis	4	..	....	4	....	....	4	....	....	1	..	..	1	1	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	1	1	..	..	1	..	..	1	..	..	..	4
2. Meningitis	6	4	....	9	1	....	9	....	1	3	2	..	..	..	1	2	1	..	..	1	..	..	..	..	..	..	..	..	..	3	..	..	2	2	..	..	1	..	1	1	..	10
3. Congestion and Hemorrhage of the Brain	7	3	....	6	3	1	5	4	1	....	1	1	..	..	..	..	1	..	..	..	..	1	..	1	3	..	1	1	1	..	2	..	..	1	1	..	2	2	..	1	10
4. Paralysis without specified cause	1	2	....	2	1	....	....	3	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	1	..	1	..	..	1	..	..	..	1	..	..	..	..	..	1	3
5. Convulsions (not puerperal)	2	5	....	7	....	....	6	1	....	3	1	2	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	1	..	..	1	..	2	1	..	2	..	..	..	7
6. Other Nervous Diseases	1	....	....	....	1	....	1	....	....	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	1
Total	21	14	....	28	6	1	25	8	2	7	4	3	1	1	2	3	..	1	1	1	..	2	4	..	2	1	6	1	3	3	2	5	2	1	5	4	1	2	35
IV. CIRCULATORY SYSTEM.																																													
1. Endocarditis	2	1	....	3	....	....	1	2	....	..	..	..	..	..	..	..	..	1	..	..	..	1	..	..	1	..	..	..	..	..	..	1	..	..	..	..	..	1	..	1	..	3
2. Organic Heart Disease	18	7	....	20	5	....	7	16	2	..	..	..	..	..	..	..	1	1	..	3	3	2	2	4	2	6	..	1	..	2	2	..	1	3	..	6	1	4	4	2	..	25
3. Other Diseases of the Circulatory System	1	....	....	1	....	....	....	....	1	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	1
Total	21	8	....	24	5	....	8	18	3	..	..	..	..	..	..	..	1	1	..	4	3	3	2	5	2	6	1	1	..	2	3	..	1	3	..	6	1	5	4	4	..	29

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NIPISSING—*Continued.*

Number of Column.	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41
XIII. ACCIDENTS.																																									
1. Fractures and Dislocations	6	..	..	3	3	..	1	1	4	..	..	..	1	..	..	..	1	..	2	1	..	..	..	1	..	..	..	..	..	..	2	..	..	1	..	..	1	..	..	2	6
2. Gunshot	4	..	..	2	2	..	1	2	1	..	..	..	..	..	..	..	..	1	2	..	..	..	..	..	1	..	..	..	1	..	..	..	..	..	1	..	1	1	..	..	4
3. Lightning	2	..	..	1	1	..	1	..	1	..	..	..	..	..	..	..	..	1	..	..	1	..	..	..	..	..	..	..	..	..	..	..	2	..	..	..	..	..	..	..	2
4. Drowning	13	..	..	6	5	2	8	1	4	..	..	..	..	..	..	..	3	3	2	1	..	..	..	..	1	..	..	3	..	1	..	..	2	3	4	2	..	1	..	..	13
5. Asphyxiation	1	1	..	2	..	..	2	..	..	..	1	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	1	..	..	..	..	2
6. Railways	33	2	..	22	9	4	5	17	13	..	..	..	..	..	2	..	7	3	1	2	4	1	8	3	..	..	4	..	1	2	1	5	1	5	3	14	..	2	1	35
7. Burns and Scalds	5	2	..	4	3	..	5	1	1	..	..	2	1	..	1	..	1	1	..	..	..	..	1	..	..	..	..	..	..	1	..	2	1	..	..	2	..	..	1	..	7
8. Other Accidents	24	1	..	17	8	..	8	12	5	..	1	..	..	..	1	..	3	2	1	3	4	3	1	5	..	..	..	1	3	2	5	1	..	1	2	1	1	1	3	5	25
9. Explosions	5	..	..	2	2	1	2	..	3	..	..	..	..	..	..	..	..	..	2	..	1	..	2	..	..	..	..	..	..	1	1	1	..	..	..	..	..	1	..	1	5
Total	93	6	..	59	33	7	33	34	32	..	1	3	2	..	3	2	8	15	12	6	8	7	5	14	5	..	..	8	4	6	11	5	10	6	12	9	17	4	6	9	99
XIV. ILL-DEFINED CAUSES.																																								
1. Dropsy	1	..	..	1	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	1
2. Tumors	1	..	..	1	..	..	1	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	1
3. Other Ill-defined Causes	12	10	..	18	2	2	14	4	4	2	2	..	..	..	3	4	1	1	2	1	..	..	..	1	1	..	..	2	1	2	2	..	..	3	1	..	5	2	5	1	22
4. Heart Failure	14	6	..	13	6	1	3	14	3	..	..	..	..	..	..	..	..	..	1	2	1	2	2	4	2	4	1	1	2	1	1	3	..	..	3	1	..	3	2	4	20
Total	28	16	..	33	8	3	18	18	8	3	2	..	..	3	4	1	1	1	3	3	1	2	2	6	3	4	1	3	3	3	5	3	..	3	4	1	5	5	7	5	44
Total from all causes	524	249	2	627	111	37	544	159	72	291	38	20	14	9	12	17	29	52	57	27	27	22	20	43	33	18	16	29	48	53	64	61	61	63	77	65	99	68	63	53	775

CAUSES OF DEATHS BY COUNTIES IN 1906.—NORFOLK.—(Including municipalities of all classes.)

General Diseases.	Sex.			Nativity.			Social Con.			Ages.																			Months.												Totals.
										Under 5.																															
Number of column.	Male.	Female.	Not stated.	Canada.	Foreign.	Not stated.	Single.	Married.	Not stated.	0.1	1. 2. 3. 4.	5-9.	10-14.	15-19.	20-24.	25-29.	30-34.	35-39.	40-44.	45-49.	50-59.	60-69.	70-79.	80 and over.	Not given.	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Totals.
	1	2	3	4	5	6	7	8	9	10	11 12 13 14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41
1. COMMUNICABLE (EPIDEMIC) DISEASES.																																							
1. Typhoid Fever	5	3	..	7	1	..	3	4	1	..	.. ..	..	1	1	2	1	..	1	..	..	1	..	1	..	1	1	..	1	..	..	..	..	1	3	1	1	..	8
2. Diphtheria and Croup	1	2	..	3	..	..	3	..	..	..	1 1	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	2	..	..	..	..	3
3. Influenza	4	..	..	4	..	..	..	4	..	..	.. ..	..	..	..	..	..	..	..	..	..	1	..	2	1	..	1	..	1	2	..	..	..	..	..	..	..	..	..	..	4
Total	10	5	..	14	1	..	6	8	1	..	1 1	..	1	1	2	1	..	1	..	..	2	..	3	1	1	2	..	3	2	..	..	..	1	5	1	1	..	15

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NORFOLK—*Concluded.*

Number of Column.	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41
VII. GENITO-URINARY SYSTEM.																																									
1. Bright's Disease	11	1	....	10	2	....	2	10	....	....	..	..	..	..	..	..	1	..	..	..	..	..	..	4	2	4	..	1	1	..	1	1	2	3	..	1	1	1	1	..	12
2. Other Diseases of the Kidneys and Adnexa	....	1	....	1	....	....	....	1	....	....	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	1
3. Diseases of the Bladder	3	..	....	3	....	....	....	3	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2	1	..	..	..	..	..	1	1	..	..	..	..	1	..	..	3
4. Other Diseases of the Female Genital Organs	....	1	....	1	....	....	....	1	....	....	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	1
Total	14	3	....	15	2	....	2	15	....	....	..	..	..	..	..	..	1	..	..	..	1	1	..	4	4	5	..	1	2	..	1	2	3	4	..	1	1	2	1	..	17
VIII. PUERPERAL DISEASES.																																									
1. Puerperal Albuminuria and Convulsions	....	2	....	2	....	....	....	2	..	....	..	..	..	..	..	..	..	1	1	..	..	..	..	..	..	..	..	..	1	..	..	..	1	..	..	..	..	..	..	..	2
Total	....	2	....	2	....	....	....	2	....	....	..	..	..	..	..	..	..	1	1	..	..	..	..	..	..	..	..	..	1	..	..	..	1	..	..	..	..	..	..	..	2
IX. THE SKIN.																																									
1. Erysipelas	....	1	....	1	....	....	1	....	....	....	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	1
2. Other Diseases of the Skin and its Adnexa (Cancer excepted)	3	5	....	5	1	2	....	7	1	....	..	..	..	..	..	..	..	..	1	..	1	..	2	..	3	1	..	1	..	2	1	1	1	..	..	..	..	1	1	8
Total	3	6	....	6	1	2	1	7	1	....	..	..	1	..	..	..	..	..	1	..	1	..	2	..	3	1	..	1	..	2	1	1	1	..	..	..	..	2	1	9
X. LOCOMOTOR SYSTEM.																																								
1. Diseases of Bones and Joints	1	....	....	....	1	....	....	1	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	1	..	..	..	..	..	..	..	..	..	..	1
Total	1	....	....	....	1	....	....	1	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	1	..	..	..	..	..	..	..	..	..	..	1
XI. MALFORMATIONS, ETC.																																								
1. Still-births	8	5	....	13	....	....	13	....	....	13	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	2	..	..	2	..	..	2	4	1	..	1	13
2. Congenital Debility and Malformations	11	6	....	17	....	....	17	....	....	17	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	1	1	2	3	2	1	3	1	1	1	..	17
3. Other Diseases of Infancy	1	2	....	3	....	....	3	....	....	3	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	1	..	1	..	..	3
4. Senile decay	19	19	....	19	19	....	2	35	1	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	9	29	..	2	5	7	2	1	1	2	5	3	2	5	3	38
Total	39	32	....	52	19	....	35	35	1	33	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	9	29	..	4	8	8	4	6	3	4	11	8	5	6	4	71
XII. SUICIDE. (No cases in this class.)																																								
XIII. ACCIDENT.																																								
1. Fractures and Dislocations	1	....	....	....	1	....	....	1	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	1	..	..	..	..	1
2. Lightning	2	....	....	2	....	....	2	....	....	....	..	..	..	..	..	..	..	2	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2	..	..	..	..	..	..	2
3. Drowning	2	....	....	2	....	....	1	1	....	....	1	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	1	1	..	..	..	2
4. Railways	1	....	....	1	....	....	1	....	....	....	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	1
5. Burns and Scalds	1	1	....	2	....	....	2	....	....	....	1	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	1	2
6. Other accidents	6	....	....	6	....	....	3	2	1	1	..	2	..	..	..	..	1	..	..	..	..	..	..	1	1	..	..	..	1	..	1	..	..	..	2	2	..	..	..	..	6
Total	13	1	....	13	1	....	9	4	1	1	2	2	1	..	..	1	..	3	..	..	..	..	..	1	2	..	1	1	..	1	..	2	2	2	4	1	..	..	1	14
XIV. ILL-DEFINED CAUSES.																																								
1. Dropsy	1	2	....	3	....	....	1	2	....	....	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	2	..	..	..	..	..	..	1	..	..	1	1	..	..	..	3
2. Tumors	2	3	....	4	1	....	2	2	1	....	1	..	..	..	..	..	..	..	1	1	..	..	..	1	1	..	..	..	..	..	..	2	..	..	1	..	1	..	..	1	5
3. Other Ill-defined Causes	1	2	....	3	....	....	....	3	....	....	..	..	..	..	..	..	..	..	..	..	1	..	..	1	..	1	..	..	..	..	1	1	..	..	1	..	..	..	..	..	3
4. Heart Failure	7	12	....	15	4	....	3	15	1	....	..	..	..	..	..	..	..	1	..	..	..	..	1	2	3	6	5	1	3	..	2	1	4	1	..	2	..	3	3	..	19
Total	11	19	....	25	5	....	6	22	2	....	1	..	..	..	..	..	..	1	1	1	2	..	1	3	4	8	7	1	3	..	3	4	4	2	2	2	2	4	3	1	30
Total from all causes	207	165	..	298	66	8	130	230	12	55	10	5	4	..	1	6	8	20	7	9	12	10	10	30	37	73	68	7	35	24	42	26	31	20	28	36	42	34	34	20	372

CAUSES OF DEATHS BY COUNTIES, IN 1906.--NORTHUMBERLAND AND DURHAM.—(Including municipalities of all classes).

General Diseases.	Sex.			Nativity.			Social Con.			Ages.																										Months.												Totals.
										Under 5.						5-9.	10-14.	15-19.	20-24.	25-29.	30-34.	35-39.	40-44.	45-49.	50-59.	60-69.	70-79.	80 and over.	Not given.																					
	Male.	Female.	Not stated.	Canada.	Foreign.	Not stated.	Single.	Married.	Not stated.	0.1.	1.	2.	3.	4.																						Jan.	Feb.	March.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.	
Number of Column.	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41
I. COMMUNICABLE (EPIDEMIC) DISEASES.																																															
1. Typhoid Fever	9	3	....	11	1	....	4	8	....	....	....	....	1	..	..	..	2	1	..	1	1	..	..	1	5	..	..	..	1	1	1	1	..	..	..	..	..	2	2	4	12
2. Scarlet Fever	1	....	....	1	....	....	1	....	....	....	....	....	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	1
3. Whooping Cough	1	3	....	4	....	....	4	....	....	2	2	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2	1	..	..	..	1	..	..	..	4
4. Diphtheria and Croup	1	....	....	1	....	....	1	....	....	....	....	....	....	....	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	1
5. Influenza	3	4	....	4	3	....	2	5	....	....	....	....	....	....	..	..	1	..	..	..	..	1	..	1	..	3	1	..	..	1	..	1	2	..	..	..	..	1	1	1	7
Total	15	10	....	21	4	...	12	13	....	2	2	..	2	..	1	..	3	1	..	1	1	1	..	2	5	3	1	..	2	2	3	3	2	..	..	1	..	3	3	6	25
II. OTHER GENERAL DISEASES.																																															
1. Pyaemia and Septicaemia	1	2	...	3	....	....	....	3	....	....	....	....	....	....	....	....	1	....	....	....	....	1	..	1	..	....	....	....	....	....	....	....	2	....	....	....	....	....	....	1	3
2. Tuberculosis and Scrofula	22	35	....	50	6	1	31	26	....	7	1	1	..	..	1	1	4	4	6	7	6	4	1	6	4	4	..	..	4	4	4	3	6	3	5	4	4	6	4	10	57
3. Anæmia	10	12	...	17	5	....	7	15	....	....	..	1	..	..	1	..	1	..	..	..	1	1	2	3	5	4	2	1	3	1	2	1	3	1	..	3	1	2	2	3	22
4. Cancer	11	15	....	17	8	1	4	22	....	....	....	....	....	....	....	..	1	..	..	..	1	..	1	5	11	4	3	..	2	2	3	2	2	1	3	3	5	1	2	..	26
5. Rheumatism and Gout	1	....	....	1	....	....	....	1	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	1	....	....	....	....	....	....	....	....	....	1	....	....	....	....	1
6. Diabetes	3	3	....	4	2	....	....	6	....	....	....	....	....	....	....	....	....	....	....	....	....	2	..	1	1	1	..	..	..	..	..	1	..	..	1	..	..	1	2	1	..	6
7. Other General Diseases	1	5	....	5	1	....	2	4	....	....	....	....	....	....	....	....	1	1	..	..	1	1	..	2	..	....	....	....	....	....	....	....	....	1	1	1	..	1	1	1	6
Total	49	72	....	97	22	2	44	77	....	7	1	2	..	..	2	1	6	6	7	7	8	9	5	16	23	14	6	1	9	7	10	6	13	7	10	11	11	12	10	15	121
Local Diseases.																																															
III. DISEASES OF NERVOUS SYSTEM.																																															
1. Encephalitis	....	2	....	1	1	....	1	1	....	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	1	..	..	..	1	..	2
2. Meningitis	5	2	....	7	....	....	5	2	....	....	1	1	1	..	1	..	1	..	2	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	3	..	2	1	7
3. Congestion and Hemorrhage of Brain	25	23	....	27	21	....	7	39	2	1	..	..	..	..	1	..	..	1	1	..	..	2	2	4	14	16	6	..	5	2	8	4	4	2	2	5	4	8	1	3	48
4. Softening of the Brain	1	1	....	....	2	....	1	1	....	....	....	....	....	....	..	1	..	..	..	..	..	..	..	..	1	..	..	..	1	..	..	1	..	..	..	..	..	..	..	..	..	2
5. Paralysis without specified cause	16	12	....	16	12	....	2	26	....	....	....	....	....	....	....	....	....	....	....	....	....	1	1	..	5	5	11	4	1	..	2	2	3	2	4	3	..	3	4	4	1	28
6. Insanity	....	1	....	1	....	....	....	1	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	1	....	....	....	....	....	....	1	....	....	....	....	....	....	....	....	1
7. Epilepsy	1	1	....	1	1	....	1	1	....	....	....	....	....	....	....	....	1	....	....	....	....	....	....	....	1	....	....	....	....	....	....	1	....	....	....	....	....	....	....	....	2
8. Convulsions (not puerperal)	6	4	....	10	....	....	10	....	....	8	1	1	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	1	1	....	....	3	....	....	....	2	1	1	10
9. Other Nervous Diseases	5	3	....	4	4	....	3	5	....	....	....	....	....	....	....	....	....	....	....	....	....	1	..	1	3	2	1	..	1	1	1	1	..	1	..	..	1	1	..	1	8
Total	59	49	....	67	41	....	30	76	2	10	2	2	1	..	2	1	1	2	3	..	1	4	2	10	26	29	11	1	8	6	11	11	9	7	6	7	13	14	9	7	108

NORTHUMBERLAND AND DURHAM.—*Concluded.*

Number of Column.	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41
IV. DISEASES OF CIRCULATORY SYSTEM.																																									
1. Endocarditis	1	..	..	1	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	1
2. Organic Heart Diseases	29	27	..	30	26	..	8	47	1	..	..	..	..	..	..	1	..	..	1	1	1	4	2	5	13	19	9	..	4	6	4	5	4	4	3	6	5	3	6	6	56
3. Diseases of the Arteries, Atheroma Aneur., etc.	4	..	..	2	2	..	..	3	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	3	..	..	..	1	1	..	..	..	1	..	1	..	..	4
4. Other Diseases of the Circulatory	1	..	..	1	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	1
Total	35	27	..	34	28	..	8	52	2	..	..	..	..	..	..	1	..	..	1	1	1	5	2	5	13	21	12	..	4	6	5	6	4	4	3	8	5	4	6	7	62
V. RESPIRATORY SYSTEM.																																								
1. Acute Bronchitis	..	3	..	3	..	..	2	1	..	1	..	..	..	1	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	2	..	1	..	..	..	..	..	..	..	3
2. Chronic Bronchitis	..	4	..	2	2	..	2	2	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	1	1	1	..	..	1	1	..	1	..	..	..	..	..	..	..	1	4
3. Broncho-pneumonia	2	..	..	2	..	..	1	1	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	1	..	..	..	..	..	..	..	..	..	..	1	2
4. Pneumonia	27	23	..	37	13	..	12	38	..	3	3	1	..	1	1	2	..	2	..	3	2	4	5	9	5	9	..	8	6	7	8	5	2	1	2	1	1	3	6	50
5. Pleurisy	1	..	..	1	..	..	1	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	1
6. Congestion of the Lungs (inc. pul. apoplexy)	2	1	..	2	1	..	2	1	..	1	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	1	..	1	..	..	1	..	..	..	..	..	..	3
7. Asthma and Emphysema	1	2	..	1	2	..	..	3	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	3	..	..	..	..	1	..	..	..	..	..	1	..	1	..	3
8. Other Diseases of the Respiratory System	1	1	..	1	1	..	..	2	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	1	..	..	..	..	..	..	1	..	..	..	..	..	..	..	2
Total	34	31	..	49	19	..	20	48	..	7	3	2	..	1	1	1	3	..	2	..	4	3	4	5	11	9	12	..	9	8	11	8	8	3	1	3	1	3	3	10	68
VI. DIGESTIVE SYSTEM.																																								
1. Ulcer of the Stomach	1	..	..	1	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	1
2. Other Diseases of Stomach (cancer excepted)	3	3	..	5	1	..	1	5	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	2	2	..	1	..	..	..	..	2	1	..	1	2	..	..	..	..	6
3. Infantile Diarrhœa and Cholera Infantum	17	12	..	29	..	..	29	..	..	29	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	1	..	..	..	3	15	6	3	..	29
4. Diarrhœa and Enteritis (not infantile)	5	3	..	6	2	..	..	7	1	..	..	..	..	..	..	..	..	..	1	..	..	..	..	1	2	1	3	..	..	..	..	..	..	..	1	1	4	2	..	..	8
5. Dysentery	1	3	..	1	3	..	..	4	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	3	1	..	..	..	..	..	..	..	..	..	1	3	..	..	4
6. Hernia and Intestinal obstructions	4	4	..	7	1	..	2	6	..	1	..	..	..	..	..	..	..	1	1	..	..	..	..	..	..	3	1	1	..	..	..	1	..	1	1	..	1	2	2	8
7. Other Diseases of the Intestines	1	3	..	4	..	..	3	1	..	1	..	..	..	..	..	2	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	1	..	..	..	1	..	2	4
8. Diseases of the Liver	4	2	..	3	3	..	..	5	1	..	..	..	..	..	..	..	..	1	..	..	..	..	1	..	3	..	1	..	..	1	..	..	1	1	..	1	1	..	..	..	6
9. Peritonitis (not puerperal)	1	1	..	1	1	..	..	2	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	1	1	..	..	..	..	..	..	..	..	..	..	..	2
10. Iliac Abc. (Typhlitis, perityphlitis append.)	1	2	..	2	1	..	1	2	..	..	..	..	..	..	..	..	..	1	..	..	..	1	1	..	..	..	..	..	..	..	..	2	..	..	..	..	..	..	..	1	3
Total	38	33	..	59	12	..	36	33	2	31	..	..	1	..	..	2	..	2	3	..	..	1	2	6	7	7	7	2	1	2	..	6	2	3	5	6	22	14	5	6	71
VII. GENITO-URINARY SYSTEM.																																								
1. Bright's Disease	14	11	..	13	12	..	3	21	1	..	..	..	..	..	..	..	..	1	1	1	1	4	1	2	5	6	3	..	3	2	2	2	3	..	4	3	2	..	3	1	25
2. Diseases of the Bladder	4	..	..	2	2	..	..	4	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	3	1	..	..	..	..	1	..	..	..	..	1	2	..	..	4
3. Diseases of the Male Genital Organs	1	..	..	1	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	1
4. Other Diseases of the Uterus	..	3	..	3	..	..	..	3	..	..	..	..	..	..	..	..	..	1	1	..	..	..	..	..	..	1	..	..	1	..	1	..	..	..	..	..	1	..	..	..	3
Total	19	14	..	19	14	..	3	29	1	..	..	..	..	..	..	..	..	2	2	1	1	4	1	2	6	10	4	..	4	2	4	2	4	..	4	3	4	2	3	1	33
VIII. PUERPERAL DISEASES																																								
1. Puerperal Septicemia	..	2	..	2	..	..	..	2	..	..	..	..	..	..	..	..	..	..	1	1	..	..	..	..	..	..	..	..	..	1	1	..	..	..	..	..	..	..	..	..	2
2. Puerperal Albuminuria and Convulsions	..	2	..	2	..	..	..	2	..	..	..	..	..	..	..	..	..	1	..	1	..	..	..	..	..	..	..	..	..	..	..	..	1	1	..	..	..	..	..	..	2
3. Other Accidents of Pregnancy, sudden death	..	1	..	1	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	1
Total	..	5	..	5	..	..	..	5	..	..	..	..	..	..	..	..	..	1	1	3	..	..	..	..	..	..	..	..	..	1	1	1	1	1	..	..	..	..	..	..	5

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CAUSES OF DEATHS BY COUNTIES IN 1906.—ONTARIO.—(Including municipalities of all classes).

General Diseases.	Sex.			Nativity.			Social Con.			Ages.																			Months.												Total.
										Under 5.																																
	Male.	Female.	Not stated.	Canadian.	Foreign.	Not stated.	Single.	Married.	Not stated.	0.1	1.	2.	3.	4.	5-9.	10-14.	15-19.	20-24.	25-29.	30-34.	35-39.	40-44.	45-49.	50-59.	60-69.	70-79.	80 and over.	Not given.	January.	February.	March.	April.	May.	June.	July.	August.	September	October.	November.	December.	
Number of Column.	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41
I. COMMUNICABLE (EPIDEMIC) DISEASES.																																									
1. Typhoid Fever	10	3	....	12	1	....	7	6	....	....	..	..	..	..	..	2	1	1	2	2	1	1	..	2	1	..	..	..	..	1	..	..	..	..	..	1	..	4	5	2	13
2. Measles	....	1	....	1	....	....	1	....	....	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	1
3. Whooping Cough	1	1	....	2	....	....	2	....	....	1	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	1	..	..	2
4. Diphtheria and Croup	3	5	....	8	....	....	6	2	...	....	2	..	..	1	3	..	..	..	1	..	..	1	..	..	..	..	..	..	..	1	..	..	1	1	..	..	2	2	..	8
5. Influenza	....	1	....	....	1	....	....	1	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	1	..	..	..	..	..	..	..	..	..	..	1
Total	14	11	....	23	2	....	16	9	....	2	3	..	..	1	3	2	1	1	3	2	1	2	..	2	1	..	1	..	..	3	..	..	1	1	..	2	2	7	5	4	25
II. OTHER GENERAL DISEASES.																																								
1. Pyaemia and Septicaemia	....	2	....	2	....	....	....	2	....	....	..	..	..	..	..	..	..	1	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	1	..	2
2. Malarial Fever	....	1	....	....	1	....	....	1	....	....	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	1
3. Tuberculosis and Scrofula	27	22	....	35	8	...	24	19	....	5	3	..	..	..	..	1	1	4	5	10	3	1	2	2	1	1	2	2	3	3	8	7	..	3	3	6	2	3	2	3	43
4. Anaemia	1	5	....	2	4	....	....	6	....	....	..	..	..	..	..	..	..	..	..	..	..	..	1	3	2	..	..	..	..	..	..	1	..	2	..	..	2	..	..	..	1	6
5. Cancer	12	11	....	13	10	....	4	19	....	....	..	..	..	..	..	..	..	..	..	1	1	2	7	4	8	..	..	..	..	3	2	4	1	2	2	1	4	2	..	1	1	23
6 Rheumatism and Gout	1	4	....	4	1	....	3	2	....	....	..	..	..	..	..	1	..	..	..	..	..	..	1	..	1	1	..	1	..	..	2	..	2	..	..	..	..	..	..	..	1	5
7. Diabetes	4	....	....	4	....	....	4	....	....	....	..	..	..	..	..	1	2	1	..	..	..	..	..	..	..	..	..	..	..	2	1	..	..	..	..	..	..	1	..	..	..	4
8. Other General Diseases	1	1	....	2	....	....	....	2	....	....	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	1	..	..	1	..	..	..	..	..	1	..	..	..	..	..	2
Total	40	46	....	62	24	....	35	51	....	5	3	..	..	..	..	3	3	6	5	11	4	4	4	12	9	12	3	2	9	8	13	10	3	7	4	11	7	4	3	7	86
Local Diseases.																																									
III. NERVOUS SYSTEM.																																								
1. Meningitis	3	1	....	4	....	....	3	1	....	1	1	..	..	..	..	1	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	1	1	2	..	..	..	4
2. Congestion and Hemorrhage of the Brain	10	13	....	13	10	....	....	22	1	....	..	..	..	..	..	..	..	..	..	..	1	..	1	5	8	5	3	..	3	..	5	2	1	1	2	2	..	1	3	3	23
3. Paralysis without specified cause	5	6	....	8	3	....	1	10	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	1	2	6	2	..	1	2	1	1	..	1	..	..	1	4	..	..	11
4. Insanity	2	....	....	1	1	....	....	2	....	....	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	1	..	..	..	..	..	..	1	1	..	..	..	..	..	..	..	2
5. Epilepsy	2	1	....	1	2	....	2	1	....	....	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	2	..	..	1	..	..	..	2	..	..	..	..	..	..	..	..	3
6. Convulsions (not puerperal)	2	2	....	3	1	...	4	....	....	2	1	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	1	..	..	..	1	..	..	1	..	..	4
7. Other Nervous Diseases	7	4	....	7	4	....	3	8	....	....	..	..	1	..	..	..	..	..	..	2	..	..	1	1	1	1	..	..	..	..	..	..	..	..	1	4	2	2	2	11
Total	31	27	....	37	21	....	13	44	1	3	2	..	1	..	1	1	..	1	..	2	2	..	3	7	14	15	6	..	6	2	7	3	4	3	4	4	7	8	5	5	58

IV. DISEASES OF CIRCULATORY SYSTEM.

| | | |

ONTARIO.—*Concluded.*

Number of Column.	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	31	37	38	39	40	41
IX. THE SKIN.																																									
1. Skin and Adnexa (Cancer excepted)	3	2	....	2	3	....	1	4	....	....	..	..	..	..	..	..	..	..	1	..	..	..	..	..	1	3	..	..	2	..	..	1	..	..	1	..	..	..	1	..	5
Total	3	2	....	2	3	....	1	4	....	....	..	..	..	..	..	..	..	..	1	..	..	..	..	..	1	3	..	..	2	..	..	1	..	..	1	..	..	..	1	..	5
X. DISEASES OF THE LOCOMOTOR SYSTEM																																								
(No cases in this class.)																																								
XI. MALFORMATIONS, ETC.																																								
1. Still-Births	8	2	....	16	....	....	16	....	....	16	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	3	2	3	1	..	..	3	3	..	..	..	1	16
2. Congenital Debility and Malformations	23	15	....	38	....	....	38	....	....	38	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	4	2	4	1	2	5	2	2	2	8	1	5	38
3. Other Diseases of Infancy	4	6	....	10	....	....	10	....	....	9	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2	1	..	..	3	1	1	2	..	10
4. Senile Decay	26	17	....	9	32	2	4	38	1	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2	10	31	..	4	2	3	2	5	1	1	3	3	5	6	8	43
Total	61	46	....	73	32	2	68	38	1	63	1	..	..	..	..	..	..	..	..	..	..	..	..	..	2	10	31	..	11	6	10	6	8	6	6	11	6	14	9	14	107
XII. SUICIDE.																																								
1. Poison	2	....	....	1	1	....	....	2	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	1	..	..	1	..	..	..	1	..	..	..	..	..	..	2
2. Firearms	....	1	....	1	....	....	....	1	....	....	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	1
3. Not stated	1	....	....	....	1	....	....	1	....	....	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	1
Total	3	1	....	2	2	....	....	4	....	....	..	..	..	..	..	..	..	..	..	..	..	1	1	..	1	..	1	..	..	1	..	..	2	1	..	..	..	..	..	..	4
XIII. ACCIDENTS.																																								
1. Fractures and Dislocations	2	1	....	2	....	1	2	1	..	....	..	..	..	..	1	..	..	..	..	..	..	..	..	..	1	..	1	..	1	..	1	1	..	..	..	..	..	..	..	..	3
2. Drowning	4	....	....	3	1	....	4	....	....	....	..	..	..	..	..	1	3	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	2	1	..	..	..	4
3. Railways	5	....	....	3	2	....	2	3	....	....	1	..	..	..	..	1	..	..	..	1	..	..	..	..	1	1	..	..	..	..	..	2	..	..	..	1	1	..	1	..	5
4. Burns and Scalds	3	3	....	6	....	....	5	1	....	....	..	1	1	1	..	1	..	..	..	..	..	..	2	..	..	..	..	..	..	1	..	1	..	..	3	1	..	..	..	..	6
5. Other accidents	7	....	....	4	3	....	3	4	....	....	..	1	..	1	..	..	..	..	1	..	..	..	1	1	..	1	1	..	..	2	..	..	1	1	..	1	2	..	..	..	7
Total	21	4	....	18	6	1	16	9	....	....	1	2	1	2	1	2	4	..	1	1	..	..	3	1	2	2	2	..	1	3	1	4	1	1	1	7	5	..	1	..	25
XIV. ILL-DEFINED CAUSES.																																								
1. Dropsy	1	3	....	2	2	..	....	4	...	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2	..	2	..	1	..	..	..	..	..	1	1	..	1	..	..	4
2. Tumors	1	3	....	4	....	....	....	3	1	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	2	1	..	..	..	..	1	..	..	1	..	..	..	1	1	4
3. Other Ill-defined Causes	3	....	....	3	....	....	2	....	1	1	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	1	..	..	1	..	..	..	..	..	..	2	..	..	3
4. Heart Failure	11	10	....	16	4	1	4	16	1	....	1	..	..	..	..	..	..	1	..	1	..	1	1	2	5	6	2	1	3	..	1	1	1	1	2	1	5	2	3	21
Total	16	16	....	25	6	1	6	23	3	1	1	..	..	..	..	..	..	1	1	1	..	1	1	2	8	8	5	2	4	1	1	2	1	1	3	3	1	8	3	4	32
Total from all causes	283	245	1	371	152	6	240	283	6	116	17	3	5	4	6	12	13	17	12	20	13	11	16	36	68	88	67	5	48	35	43	45	31	31	31	57	48	64	45	51	529

CAUSES OF DEATHS BY COUNTIES IN 1906.—OXFORD—(Including municipalities of all classes).

General Diseases.	Sex.			Nativity.			Social Condition.			Ages.																					Months.												Totals.
										Under 5.																																	
	Male.	Female.	Not stated.	Canada.	Foreign.	Not stated.	Single.	Married.	Not stated.	0.1	1.	2.	3.	4.	5-9	10-14.	15-19.	20-24.	25-29.	30-34.	35-39.	40-44.	45-49.	50-59.	60-69.	70-79.	80 and over.	Not given.	January.	Febriuary.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	
Number of Column.	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41
I. COMMUNICABLE (EPIDEMIC) DISEASES.																																									
1. Typhoid Fever	10	6	..	12	4	....	6	10	....	....	..	..	..	1	1	..	3	1	1	1	..	2	..	..	5	..	1	..	..	1	..	..	..	..	..	3	5	3	3	1	16
2. Measles	1	1	....	2	....	..	2	....	....	..	2	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2	..	..	..	..	..	..	2
3. Whooping Cough	1	3	....	4	....	....	3	....	1	1	..	2	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	2	..	..	..	..	..	..	..	..	..	4
4. Diphtheria and Croup	2	..	....	2	..	....	2	..	....	1	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2	..	..	..	..	..	..	..	..	..	2
5. Influenza	3	2	....	3	2	....	2	3	....	2	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	2	..	..	..	2	2	1	..	..	..	..	..	..	..	5
Total	17	12	....	23	6	....	15	13	1	4	2	3	1	1	1	..	3	1	1	1	..	2	..	..	5	1	3	..	1	3	6	1	..	2	..	3	5	4	3	1	29
II. OTHER GENERAL DISEASES.																																								
1. Pyaemia and Septicaemia	3	1	....	4	....	....	1	3	....	....	..	..	..	..	..	..	..	..	2	..	..	..	..	..	..	2	..	..	2	..	..	..	..	..	1	1	..	..	..	..	4
2. Tuberculosis and Scrofula	20	27	....	41	6	....	23	24	....	3	..	..	..	..	..	..	3	2	5	11	5	6	3	4	2	2	1	..	4	6	5	3	7	2	4	5	1	3	4	3	47
3. Anaemia	6	8	....	12	2	....	1	13	....	..	..	..	..	..	..	..	..	..	1	..	1	3	1	1	3	4	..	..	..	1	1	1	4	1	..	2	..	..	2	2	14
4. Cancer	13	23	....	24	12	....	10	26	....	..	..	..	..	..	..	..	..	..	..	..	..	4	2	10	9	8	3	..	5	3	6	1	2	..	..	1	7	1	4	6	36
5. Rheumatism and Gout	6	4	....	7	3	....	5	5	....	..	..	..	..	..	1	..	..	..	..	1	..	..	2	1	1	3	2	..	2	2	1	..	..	1	..	..	..	2	1	1	10
6. Diabetes	2	4	....	6	..	....	2	4	....	..	..	..	..	1	..	..	..	..	..	1	..	..	..	..	1	1	1	..	..	3	1	1	..	..	..	..	..	1	..	..	6
7. Other General Diseases	2	..	....	2	..	....	1	1	....	..	..	..	..	..	1	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	1	..	..	..	..	..	1	..	..	2
Total	52	67	....	96	23	....	43	76	....	3	..	..	..	1	1	1	3	2	6	15	6	13	9	16	16	20	7	..	13	15	14	7	13	4	5	9	9	7	11	12	119
Local Diseases.																																								
III. DISEASES OF NERVOUS SYSTEM.																																								
1. Meningitis	2	1	....	3	..	..	2	1	....	2	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	1	..	..	1	..	..	..	..	..	..	..	1	3
2. Congestion and Hemorrhage of the Brain	8	9	....	12	5	....	2	15	....	..	..	..	..	1	..	..	..	..	1	..	..	..	..	1	7	6	1	..	4	..	2	1	2	1	1	..	1	2	3	17
3. Softening of the Brain	....	1	....	....	1	....	....	1	....	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	1
4. Paralysis without specified cause	15	13	....	10	18	....	2	26	....	..	..	..	..	..	..	..	..	..	..	..	..	..	4	9	8	7	..	5	2	1	5	..	1	..	1	1	6	3	3	28
5. Epilepsy	2	..	....	2	..	....	2	..	....	..	..	..	..	..	..	..	1	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2	2
6 Convulsions (not puerperal)	4	6	....	10	..	....	9	1	....	7	2	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	1	..	..	..	3	..	2	..	1	2	1	..	10
7. Other Nervous Diseases	6	13	....	14	5	....	6	13	....	1	1	..	..	..	..	..	..	..	..	1	..	..	2	4	4	5	1	..	1	..	..	3	2	2	1	5	2	1	1	1	19
Total	37	43	....	51	29	....	23	57	....	10	3	..	..	1	..	..	..	1	1	2	..	1	3	9	21	19	9	..	12	2	3	10	7	4	4	6	4	11	7	10	80
IV. CIRCULATORY SYSTEM.																																								
1. Endocarditis	....	2	....	....	2	....	....	2	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2	..	..	..	..	..	..	..	..	2	..	..	..	..	..	2
2 Organic Heart Diseases	27	21	....	27	21	....	8	40	....	..	..	..	..	..	..	..	2	..	2	2	..	1	..	8	8	16	9	..	6	4	11	2	4	..	1	3	5	9	2	1	48
3. Angina Pectoris	2	..	....	2	..	....	....	2	....	..	..	..	..	..	..	..	..	..	..	..	..	..	2	..	..	..	..	..	..	..	..	..	2	..	..	..	..	..	..	..	2
4. Arteries, Atheroma, Aneurism, etc	1	..	....	....	1	....	....	1	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	1	..	..	..	..	..	..	..	..	..	..	..	1
Total	30	23	....	29	24	....	8	45	....	..	..	..	..	..	..	..	2	..	2	2	..	1	..	10	8	18	10	..	7	4	11	2	6	..	3	3	5	9	2	1	53

OXFORD.—*Continued.*

Number of Column.	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	40
V. RESPIRATORY SYSTEM.																																									
1. Acute Bronchitis	....	1	....	1	....	....	....	1	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	1	....	....	..	..	..	..	..	..	..	..	..	1	..	..	..	1
2. Chronic Bronchitis	3	7	....	2	8	....	1	9	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	1	3	6	..	..	1	1	1	..	..	3	..	2	1	..	10
3. Broncho-pneumonia	4	6	....	3	7	....	....	10	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	1	2	3	4	..	..	4	5	..	..	..	..	..	..	1	..	..	10
4. Pneumonia	26	46	....	54	18	....	35	37	....	12	8	..	..	..	1	1	1	5	1	5	2	7	10	7	8	4	..	6	6	14	9	5	6	3	2	5	2	3	11	72
5. Pleurisy	1	....	....	....	1	....	1	....	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	....	..	..	..	..	..	..	..	..	..	1	..	..	..	1
6. Congestion of the Lungs (inc. pul. apop.)	3	1	....	....	4	....	....	4	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	3	..	..	..	2	1	..	..	1	..	..	..	..	..	4
7 Asthma and Emphysema	2	....	....	2	....	....	....	2	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2	....	..	..	..	1	..	..	..	..	1	..	..	..	..	2
8. Other Diseases of the Respiratory System	2	....	....	2	....	....	1	1	....	....	..	..	..	..	..	..	1	..	..	..	..	..	..	1	....	....	..	..	..	..	..	..	..	..	..	1	..	..	1	2
Total	41	61	....	64	38	....	38	64	....	12	8	..	..	..	1	2	1	5	1	5	2	7	11	13	17	17	..	6	11	22	12	6	6	4	8	6	5	4	12	102
VI. DIGESTIVE SYSTEM.																																								
1. Other Diseases of Stomach (Cancer excepted)	2	5	....	6	1	....	....	7	....	....	..	..	..	..	..	..	..	1	..	..	..	..	..	..	3	1	2	..	1	..	2	..	..	..	..	..	4	..	..	..	7
2. Infan. Diarr. and Cholera Infantum	8	8	....	16	....	....	16	....	....	16	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	3	2	6	4	1	..	16
3. Diarrhœa and Enteritis (not infantile)	4	7	....	4	7	....	1	10	....	....	..	..	1	..	..	..	..	..	..	..	..	..	..	1	2	..	7	..	2	..	..	..	..	..	..	..	2	3	1	3	11
4. Dysentery	1	1	....	....	5	....	1	4	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	1	1	1	2	..	..	..	..	..	..	..	..	1	2	1	..	1	5
5. Hernia and Intestinal obstructions	1	7	....	4	4	....	2	6	....	....	2	..	..	..	..	..	..	..	..	..	..	..	..	..	1	2	..	..	2	..	1	1	..	2	1	..	..	..	1	..	8
6. Other Diseases of the Intestines	4	3	....	7	....	....	4	3	....	1	..	..	..	..	1	..	..	1	..	..	..	..	..	1	..	1	2	..	..	..	2	..	..	1	..	..	..	2	1	1	7
7. Diseases of the Liver	6	2	....	5	3	....	2	6	....	1	..	..	..	..	..	..	..	..	2	1	1	..	..	..	..	..	3	..	..	..	2	..	1	3	1	..	..	..	..	1	8
8. Peritonitis (not puerperal)	6	3	....	7	2	....	3	6	....	....	..	..	..	..	..	..	1	1	..	1	1	..	1	3	1	..	..	..	5	..	..	..	..	..	..	2	1	1	..	..	9
9. Iliac Abscess and Appendicitis	4	2	....	5	1	....	3	3	....	....	..	..	..	..	1	..	3	..	..	1	1	..	..	..	..	..	..	..	2	..	1	..	..	1	1	1	..	..	..	..	6
Total	36	41	....	54	23	....	32	45	....	18	2	..	1	..	2	..	4	3	2	3	3	..	2	5	8	11	13	..	12	..	8	1	1	7	6	6	15	11	4	6	77
VII. GENITO-URINARY SYSTEM.																																								
1. Bright's Disease	20	9	....	19	10	....	6	23	....	....	..	1	..	..	..	..	1	..	1	2	2	1	..	3	11	5	2	..	2	3	4	3	1	1	2	5	3	2	2	1	29
2. Other Diseases of the Kidneys and Adnexa	1	4	....	5	....	....	2	3	....	....	..	..	..	..	..	..	..	..	1	..	1	2	1	..	..	..	..	..	..	1	2	1	..	1	..	..	..	..	..	..	5
3. Diseases of the Bladder	7	....	....	2	5	....	3	4	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	2	4	..	3	..	..	1	..	..	1	..	1	1	..	..	..	7
4. Diseases of the Male Genital Organs	1	....	....	....	1	....	....	1	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1
Total	29	13	....	26	16	....	11	34	....	....	..	1	..	..	..	..	1	..	1	3	2	2	2	4	12	8	6	..	5	4	6	5	1	4	2	6	4	2	2	1	42
VIII. PUERPERAL DISEASES.																																								
1. Puerperal Septicæmia	....	2	....	2	....	....	....	2	....	....	..	..	..	..	..	..	..	..	..	2	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2	..	2
2 Puerperal Albuminuria and Convulsions	....	1	....	1	....	....	....	1	....	....	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	1
Total	....	3	....	3	....	....	....	3	....	....	..	..	..	..	..	..	..	1	2	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	2	..	3
IX. THE SKIN.																																								
1. Erysipelas	2	....	....	1	1	....	1	1	....	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	1	..	..	1	..	..	..	..	..	..	..	2
2. Other Diseases of the Skin, etc	2	6	....	4	3	1	1	7	....	....	..	..	..	..	..	..	..	1	..	..	..	..	1	..	2	4	..	2	1	1	..	..	..	..	..	..	..	2	1	1	8
Total	4	6	....	5	4	1	2	8	....	1	..	..	..	..	..	..	..	1	..	..	..	..	1	..	2	5	..	2	2	1	..	1	..	..	..	..	2	1	1	10
X. LOCOMOTOR SYSTEM.																																								
1. Diseases of Bones and Joints	1	....	....	1	....	....	1	....	....	....	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	1
Total	1	....	....	1	....	....	1	....	....	....	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	1
XI. MALFORMATIONS, ETC.																																								
1. Still-Births	10	12	....	22	....	....	22	....	....	22	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	3	3	2	..	3	..	..	1	1	3	1	5	22
2. Congenital Debility and Malformations	35	22	....	57	....	....	57	....	....	57	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	7	9	9	8	6	3	2	4	2	2	2	3	57
3. Other Diseases of Infancy	3	4	....	7	....	....	7	....	....	6	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	1	..	..	..	..	2	2	1	..	7
4. Senile Decay	37	45	....	14	68	....	6	74	2	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	21	61	..	..	9	8	10	7	3	6	5	3	8	6	6	11	82
Total	85	83	....	100	68	....	92	74	2	85	1	..	..	..	..	..	..	..	..	..	..	..	..	..	21	61	..	..	19	20	22	16	12	9	7	8	13	13	10	19	168

	Sex.			Nativity.			Social Conditions.			Ages.																															Months.												Totals.
General Diseases.										Under 5.																																											
	Male.	Female.	Not stated.	Canada.	Foreign.	Not stated.	Single.	Married.	Not stated.	0.1	1.	2.	3.	4.	5-9.	10-14.	15-19.	20-24.	25-29.	30-34.	35-39.	40-44.	45-49.	50-59.	60-69.	70-79.	80 and over.	Not given.	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.												
Number of Column.	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40												41
XII. SUICIDE.																																																			
1. Poison	....	2	....	2	....	....	....	2	....	....	..	..	..	..	..	..	..	..	..	..	..	2	..	..	..	..	..	..	2	..	..	..	..	..	..	..	..	..	..	..												2
Total	....	2	....	2	....	....	....	2	....	....	..	..	..	..	..	..	..	..	..	..	..	2	..	..	..	..	..	..	2	..	..	..	..	..	..	..	..	..	..	..												2
XIII. ACCIDENT.																																																			
1. Fractures and Dislocations	7	....	....	6	1	....	4	3	....	....	..	..	..	..	1	1	1	..	1	..	1	..	..	1	1	..	..	..	1	..	..	..	..	1	..	1	1	1	1	1												7
2. Gunshot	2	....	....	2	....	....	....	2	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	2	..	..	..	..	..	..	..	..	..	2	..	..	..	..	..	..												2
3. Drowning	....	3	....	2	1	....	2	1	....	....	2	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	1	..	1	1	..	..	..												3
4. Asphyxiation	1	....	....	....	....	1	....	1	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1												1
5. Railways	6	....	....	4	2	....	1	5	....	....	..	..	..	..	..	..	1	..	..	..	..	1	1	2	..	..	..	1	..	..	..	1	..	..	..	2	1	..	2	..												6
6. Burns and Scalds	....	1	....	1	....	....	1	....	....	....	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..												1
7. Other Accidents	11	4	....	12	3	....	10	4	1	....	..	..	1	..	1	..	1	1	1	..	..	..	..	4	2	2	2	..	..	..	2	..	..	..	..	5	3	2	1	1	1												15
Total	27	8	....	27	7	1	18	16	1	....	2	..	1	1	2	1	3	1	2	..	1	1	1	10	4	2	2	1	1	..	2	1	1	3	6	7	5	2	4	3												35
XIV.—ILL-DEFINED CAUSES.																																																			
1. Dropsy	4	3	....	1	6	....	2	5	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2	3	2	..	1	..	1	..	1	1	..	..	1	..	1	1												7
2. Tumors	1	6	....	6	1	....	2	5	....	....	..	..	..	..	..	..	..	..	..	..	..	1	1	1	2	1	1	..	2	..	..	..	..	..	1	2	..	1	1	..												7
3. Other Ill-defined causes	2	6	....	7	1	....	5	3	....	....	..	..	..	..	..	..	1	..	2	1	..	1	1	..	2	..	..	..	2	..	..	2	2	1	..	..	..	1	1	2												8
4. Heart Failure	25	15	....	29	11	....	6	31	3	....	..	..	..	1	1	1	..	1	1	1	..	2	4	10	13	5	..	..	3	3	7	..	3	2	3	1	2	8	2	4												40
Total	32	30	...	43	19	....	15	41	3	....	..	..	..	1	1	1	1	1	3	2	1	4	6	14	19	8	..	..	8	3	8	2	6	4	4	3	3	10	5	6												62
Total from all causes	391	392	..	524	257	2	298	478	7	133	18	4	3	4	7	4	19	13	23	30	19	25	28	72	101	138	141	1	88	66	103	57	54	43	41	59	69	76	55	72												783

CAUSES OF DEATHS BY COUNTIES IN 1906.—PARRY SOUND.—(Including municipalities of all classes.)

	Sex.			Nativity.			Social Conditions.			Ages.																															Months.												Totals.
General Diseases.										Under 5.																																										
	Male.	Female.	Not stated.	Canada.	Foreign.	Not stated.	Single.	Married.	Not stated.	0.1	1.	2.	3.	4.	5-9.	10-14.	15-19.	20-24.	25-29.	30-34.	35-39.	40-44.	45-49.	50-59.	60-69.	70-79.	80 and over.	Not given.	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.												
Number of Column.	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40												41
I. COMMUNICABLE (EPIDEMIC) DISEASES.																																																			
1. Typhoid Fever	24	8	....	20	8	4	22	7	3	....	..	..	..	..	1	..	10	5	5	1	..	5	1	2	1	..	..	1	5	2	..	..	..	..	..	..	2	6	8	7	2												32
2. Smallpox	1	....	....	....	....	1	....	1	....	....	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..												1
3. Measles	3	1	....	3	1	....	4	....	....	3	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	1	1	..	..	..	..	..	1												4
4. Scarlet Fever	3	1	....	3	....	1	3	....	1	....	..	..	2	..	..	..	2	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	1	..	1	1	..	..												4
5. Whooping Cough	1	5	...	6	..	....	6	....	....	4	1	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	2	1	1	..	1	..	..												6
6. Diphtheria and Croup	2	....	....	2	....	....	2	....	....	....	..	..	..	..	1	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2	..	..												2
Total	34	15	....	34	9	6	37	8	4	7	1	1	3	..	2	..	12	5	7	1	..	5	1	2	1	..	..	1	5	2	2	1	1	3	3	3	7	12	7	3												49

PARRY SOUND.—*Continued.*

Number of Column.	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41
II. OTHER GENERAL DISEASES.																																									
1. Pyæmia and Septicæmia	....	2	....	2	....	....	....	2	....	....	..	..	..	..	..	..	..	1	..	..	1	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	1	..	..	2
2. Tuberculosis and Scrofula	17	7	....	23	....	1	18	6	....	2	..	..	1	1	4	4	2	4	1	..	1	2	..	2	..	..	..	..	..	2	1	6	3	1	2	4	1	1	..	3	21
3. Anæmia	1	3	....	4	....	....	....	4	....	1	..	..	..	..	..	..	..	1	..	..	1	..	..	1	..	..	..	..	1	1	..	1	..	..	1	..	..	..	..	..	4
4. Cancer	3	4	....	2	3	2	3	4	....	..	..	..	..	..	..	..	..	..	..	..	..	2	..	2	1	1	1	..	..	1	2	1	..	1	1	1	..	..	..	7
5. Rheumatism and Gout	1	....	....	1	....	....	1	....	....	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	1
6. Diabetes	1	....	....	1	....	....	1	....	....	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	1
Total	23	16	....	33	3	3	23	16	....	3	..	..	..	1	1	4	5	4	5	1	2	3	3	3	3	1	1	..	1	4	3	9	3	2	4	5	1	4	..	3	39
Local Diseases.																																									
III. NERVOUS SYSTEM.																																									
1. Meningitis	5	2	....	7	....	....	7	....	....	1	..	..	..	..	1	..	4	1	..	..	..	..	..	..	..	..	..	..	..	..	1	..	2	..	1	1	..	2	..	..	7
2. Congestion and Hemorrhage of Brain	6	4	....	4	3	3	2	5	3	....	..	..	..	..	..	..	1	..	1	1	..	..	..	3	1	3	..	..	2	1	..	..	..	..	1	3	2	..	..	1	10
3. Paralysis without specified cause	3	....	....	1	2	....	1	2	....	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	2	..	..	..	..	..	..	..	..	..	..	2	..	..	1	3
4. Insanity	1	....	....	1	....	....	....	1	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	1
5. Epilepsy	1	....	....	1	....	....	1	....	....	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	1
6. Convulsions (not puerperal)	3	3	....	6	....	....	5	1	....	3	..	..	..	..	1	..	1	..	1	..	..	..	..	..	..	..	..	..	..	..	1	..	..	2	..	..	..	..	..	3	6
7. Other Nervous Diseases	1	2	....	3	....	....	3	....	....	..	..	1	..	..	1	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	1	..	1	3
Total	20	11	....	23	5	3	19	9	3	4	..	1	..	..	2	2	7	2	2	1	..	..	..	4	1	5	..	..	3	1	2	..	2	2	2	4	6	3	..	6	31
IV. CIRCULATORY SYSTEM.																																								
1. Endocarditis	1	1	....	1	1	....	....	2	....	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	1	..	..	1	2
2. Organic Heart Diseases	9	6	....	11	4	....	7	8	....	..	..	1	..	..	1	..	1	..	2	..	..	..	..	5	2	2	..	1	1	2	..	2	1	1	1	1	2	1	15
3. Dis. of the Arteries, Atheroma, Aneurism, etc.	1	....	....	....	1	....	1	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	1
4. Other Diseases of the Circulatory	1	....	....	1	....	....	....	1	....	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	1
Total	12	7	....	13	6	....	8	11	....	..	..	1	..	..	1	..	1	..	2	..	2	..	..	5	3	2	1	1	1	2	2	..	2	1	1	1	2	1	4	2	19
V. RESPIRATORY SYSTEM.																																								
1. Acute Bronchitis	5	....	....	5	....	....	5	....	....	5	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	1	..	..	..	1	1	..	1	..	..	..	..	..	1	1	5
2. Chronic Bronchitis	1	2	....	2	1	....	....	3	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	1	1	..	..	1	..	..	..	2	..	..	..	..	..	..	3
3. Broncho-pneumonia	3	3	....	5	1	....	5	1	....	4	1	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	1	1	..	1	..	..	..	1	..	2	..	..	6
4. Pneumonia	16	8	....	19	3	2	12	12	...	4	4	..	..	..	1	3	2	..	..	..	..	..	..	..	4	4	1	1	3	3	4	3	..	5	2	..	2	1	1	21
5. Pleurisy	1	....	....	....	1	....	....	1	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	1	..	..	..	..	..	..	..	1
6. Congestion of the Lungs (incl. pul. apoplexy)	1	1	....	2	....	....	2	....	....	..	..	..	..	..	1	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2	..	..	..	..	..	..	..	2
7. Asthma and Emphysema	2	....	....	....	2	....	1	1	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	1	..	..	..	1	..	..	..	..	..	..	1	..	..	..	..	2
8. Other Diseases of the Respiratory System	1	....	....	1	....	....	1	....	....	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	1
Total	30	14	....	34	8	2	26	18	....	13	5	..	..	..	1	1	4	3	..	..	..	..	..	1	7	5	3	1	6	6	4	4	5	5	2	4	..	4	2	2	41
VI. DIGESTIVE SYSTEM.																																								
1. Ulcer of the Stomach	....	1	....	....	1	....	....	1	....	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	1
2. Infantile Diarrhœa and Cholera Infantum	13	15	....	28	..	....	28	....	....	27	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	1	..	..	..	3	9	9	3	1	1	28
3. Diarrhœa and Entertis (not infantile)	2	4	....	4	2	....	3	3	....	..	..	..	1	1	..	..	..	..	1	..	..	..	..	..	..	2	1	..	..	..	..	..	..	..	..	2	2	1	..	1	6
4. Dysentery	1	1	....	....	1	1	....	2	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2	..	..	..	..	1	..	..	..	1	..	..	..	..	2
5. Hernia and Intestinal obstructions	1	....	....	1	....	....	....	1	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	1
6. Diseases of the Liver	....	1	....	1	....	....	....	1	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	1
7. Peritonitis (not puerperal)	2	....	....	2	....	....	2	....	....	..	..	1	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	1	..	1	..	..	..	..	..	..	..	..	2
8. Iliac Abscess and Appendicitis	2	1	....	3	....	....	2	1	....	..	..	..	..	..	1	..	..	1	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	1	2	..	..	..	..	3
Total	21	23	....	39	4	1	35	9	...	27	..	2	1	1	..	1	..	..	1	1	..	1	..	3	1	2	3	..	1	2	1	2	1	..	4	14	12	4	1	2	44

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CAUSES OF DEATHS BY COUNTIES IN 1906.—PEEL.—(Including municipalities of all classes.)

General Diseases.	Sex.			Nativity.			Social Con.			Ages.																										Months.												Totals.
										Under 5.					5-9.	10-14.	15-19.	20-24.	25-29.	30-34.	35-39.	40-44.	45-49.	50-59.	60-69.	70-79.	80 and over	Not given.	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.										
Number of Column.	Male.	Female.	Not stated.	Canada.	Foreign.	Not stated.	Single.	Married.	Not Stated.	0.1	1.	2.	3.	4.																																		
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41								
I. COMMUNICABLE (EPIDEMIC) DISEASES.																																																
1. Typhoid Fever	1	1	....	2	....	....	2	....	....	....	1	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	1	..	..	2							
2. Measles	2	2	....	4	....	....	3	1	....	1	1	..	..	..	..	1	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	3	..	..	1	..	..	..	..	..	4							
3. Scarlet Fever	1	....	....	1	....	....	1	....	....	....	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	1							
4. Whooping Cough	1	1	....	2	....	....	2	....	....	1	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2	..	..	..	..	..	..	..	..	..	2							
5. Diphtheria and Croup	....	1	....	1	....	....	1	....	....	....	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	1							
6. Influenza	1	....	....	....	1	....	....	1	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	1	..	..	..	..	..	..	..	..	..	1							
Total	6	5	....	10	1	....	9	2	....	2	2	1	1	..	..	2	..	..	..	..	1	..	1	..	..	1	..	..	..	1	6	..	..	..	2	..	1	1	..	11							
II. OTHER GENERAL DISEASES.																																															
1. Pyæmia and Septicæmia	1	1	....	2	....	....	....	2	....	....	..	..	..	..	..	..	..	..	..	1	1	..	..	..	..	..	..	..	..	..	2	..	..	..	..	..	..	..	..	..	2							
2. Tuberculosis and Scrofula	10	11	....	20	1	....	11	10	....	2	..	..	..	..	..	1	..	3	5	..	2	2	1	3	1	1	..	..	..	2	..	1	2	1	2	4	1	2	1	2	3	21							
3. Anæmia	....	1	....	....	1	....	....	1	....	....	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	1							
4. Cancer	10	7	....	12	5	....	1	16	....	....	..	..	..	..	..	..	..	..	..	..	..	1	6	4	3	3	..	..	..	1	2	..	3	..	..	1	5	5	..	..	17							
5. Rheumatism and Gout	2	1	....	1	2	..	1	2	....	....	..	..	..	..	..	..	..	..	..	..	..	..	1	1	..	1	..	..	1	..	..	1	..	..	1	..	..	..	..	..	3							
6. Diabetes	....	1	....	1	....	....	1	....	....	....	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	1							
7. Other General Diseases	1	2	....	2	1	....	2	1	....	....	..	..	..	..	..	..	..	1	..	..	..	..	1	..	1	..	..	..	..	..	..	..	..	..	..	1	..	..	1	1	3							
Total	24	24	....	38	10	....	16	32	....	2	..	..	..	..	1	1	..	4	5	1	3	3	2	11	6	5	4	..	3	1	5	3	4	2	6	3	7	7	3	4	48							
Local Diseases.																																															
III. DISEASES OF NERVOUS SYSTEM.																																															
1. Meningitis	4	2	....	6	....	....	5	1	....	....	..	..	..	1	2	..	2	..	..	..	..	1	..	..	..	..	..	..	..	..	..	2	1	1	..	1	1	..	..	..	6							
2. Congestion and Hemorrhage of the Brain	8	....	1	7	2	....	1	8	....	....	..	..	..	..	..	..	..	..	..	..	..	2	1	1	..	1	1	..	1	2	1	..	1	..	1	..	2	..	..	1	9							
3. Paralysis without specified cause	5	5	....	4	6	....	1	9	....	....	..	..	..	..	..	..	..	..	..	1	..	..	..	1	1	1	6	..	..	..	1	2	..	..	..	1	2	2	1	10							
4. Epilepsy	1	....	....	1	....	....	1	....	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	1							
5. Convulsions (not puerperal)	3	....	....	3	....	....	3	....	....	1	1	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	1	..	..	..	..	..	..	..	1	3							
6. Other Nervous Diseases	1	....	....	....	1	....	1	....	....	....	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	1							
Total	22	7	1	21	9	....	12	18	....	1	2	1	..	1	2	..	2	..	1	..	..	3	1	2	2	5	7	..	2	2	2	5	4	2	1	1	4	2	2	3	30							

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PEEL.—*Concluded.*

Number of Column.	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41
X. LOCOMOTOR SYSTEM.																																									
(No cases in this Class.)																																									
XI. MALFORMATIONS, ETC.																																									
1. Still-Births	1	4	....	5	....	....	5	....	....	5	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	1	..	1	2	5
2. Congenital Debility and Malformations	11	5	....	16	....	....	16	....	....	16	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	5	1	2	..	1	2	2	..	1	1	16
3. Other Diseases of Infancy	1	1	....	2	....	....	2	....	....	2	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	1	..	..	..	2
4. Senile Decay	18	15	....	5	28	...	4	28	1	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2	10	21	..	2	4	3	6	3	2	2	2	1	1	2	33
Total	31	25	....	28	28	...	27	28	1	23	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2	10	21	..	3	4	9	8	5	2	3	4	6	4	3	5	56
XII. SUICIDE.																																								
1. Firearms	....	1	....	1	....	....	...	1	....	....	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	1
Total	....	1	....	1	....	....	....	1	....	....	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	1
XIII. ACCIDENTS.																																								
1. Fractures and Dislocations	2	....	....	1	1	....	1	1	...	....	..	..	..	..	..	..	..	1	..	..	..	..	..	1	..	..	..	..	..	..	..	1	..	..	1	..	..	..	..	..	2
2. Railways	1	....	....	....	....	1	....	....	1	....	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	1
3. Other Accidents	3	3	....	4	2	...	2	4	....	....	..	..	..	..	..	..	..	1	2	..	..	..	..	2	1	..	..	..	..	..	..	..	1	1	2	..	..	2	..	6
Total	6	3	....	5	3	1	3	5	1	....	..	..	..	..	..	..	..	2	2	..	1	..	..	3	1	..	..	..	..	..	..	1	2	1	3	..	..	2	..	9
XIV. ILL-DEFINED CAUSES.																																								
1. Dropsy	1	2	....	3	....	....	....	3	....	....	..	.	..	..	..	..	..	..	..	1	1	..	..	1	..	..	..	..	1	..	..	..	..	..	..	..	..	..	1	1	3
2. Heart Failure	7	4	....	6	5	....	3	8	....	....	..	..	1	..	..	..	..	..	1	..	..	1	1	3	4	..	..	..	..	3	..	..	1	1	1	..	1	2	..	2	11
Total	8	6	...	9	5	....	3	11	....	....	..	..	1	..	..	..	..	..	1	..	1	1	1	4	4	..	..	..	1	3	..	..	1	1	1	..	1	2	1	3	14
Total from all causes	144	116	1	170	90	1	105	154	2	40	7	3	2	1	4	4	6	8	11	4	9	12	7	26	33	39	45	..	14	13	24	36	21	14	17	27	28	25	19	23	261

CAUSES OF DEATHS BY COUNTIES, IN 1906.—PERTH.

General Diseases.	Sex.			Nativity.			Social Conditions.			Ages.																						Months.												Totals.
										Under 5.					5-9.	10-14.	15-19.	20-24.	25-29.	30-34.	35-39.	40-44.	45-49.	50-59.	60-69.	70-79.	80 and over.	Not given.															
	Male.	Female.	Not stated.	Canada.	Foreign.	Not stated.	Single.	Married.	Not stated.	0.1	1.	2.	3.	4.															January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	
Number of Column.	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41
I. COMMUNICABLE (EPIDEMIC) DISEASES.																																										
1. Typhoid Fever	4	3	....	4	3	....	4	3	....	....	1	..	..	..	..	1	1	..	1	..	..	1	..	1	1	..	..	..	..	..	1	..	1	..	1	1	..	..	2	1	7
2. Measles	1	....	....	1	....	....	1	....	....	....	....	....	1	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	1	....	....	....	....	....	....	....	....	1
3. Whooping Cough	3	....	....	3	....	....	3	....	....	3	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	1	....	....	....	....	....	1	....	....	1	3
4. Diphtheria and Croup	2	3	....	4	1	....	4	1	....	....	....	....	....	1	....	2	....	....	....	....	....	....	....	....	....	....	1	....	2	1	....	....	....	....	....	....	1	1	....	....	5
5. Influenza	1	2	....	1	2	....	....	3	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	3	....	1	1	..	1	....	....	....	....	....	....	....	....	3
6. Other Epidemic Diseases	1	....	....	1	....	....	1	....	....	1	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	1	....	....	....	1
Total	12	8	....	14	6	....	13	7	....	4	1	..	1	1	..	2	1	1	..	1	..	..	1	..	1	2	3	1	3	2	1	3	1	..	1	1	3	1	2	2	20
II. OTHER GENERAL DISEASES.																																									
1. Pyæmia and Septicæmia	2	1	....	3	....	....	1	2	....	....	....	....	....	....	....	....	1	....	....	....	....	2	....	....	....	....	....	....	....	....	....	1	....	....	....	....	1	..	1	....	3
2. Tuberculosis and Scrofula	16	22	....	38	....	....	21	13	1	1	..	..	..	1	..	1	3	7	5	10	2	3	1	3	..	..	1	..	4	1	6	4	3	..	3	3	2	5	3	4	38
3. Anæmia	3	8	....	10	1	....	2	9	....	....	2	1	..	..	..	..	..	1	1	1	..	..	..	1	4	1	..	..	..	1	1	1	1	2	1	..	..	1	..	..	11
4. Cancer	16	16	...	16	15	1	1	30	1	....	..	..	..	..	..	..	..	..	2	..	1	2	1	5	11	7	3	..	5	2	4	2	4	6	2	2	1	2	2	..	32
5. Rheumatism and Gout	2	1	....	3	....	....	3	....	....	....	....	....	....	....	....	....	....	....	1	..	..	..	..	1	..	1	..	..	..	..	..	1	..	..	..	..	1	1	..	..	..	3
6. Diabetes	4	2	....	4	2	....	1	5	....	....	....	....	....	....	....	1	....	....	1	....	....	....	....	....	....	2	2	....	....	....	....	....	....	....	....	....	1	2	1	2	6
7. Other General Diseases	....	1	..	1	....	....	1	....	....	....	....	....	....	1	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	1	....	....	....	1
Total	43	51	....	75	18	1	33	59	2	1	1	1	..	2	..	2	3	9	10	11	3	5	4	10	15	11	6	..	9	4	15	8	8	8	6	8	5	11	6	6	94
Local Diseases.																																									
III. NERVOUS SYSTEM.																																									
1. Meningitis	1	5	....	9	....	....	9	....	....	2	1	..	2	2	..	..	..	1	..	..	1	..	..	..	..	..	..	..	2	1	..	..	..	..	..	1	2	2	..	1	9
2. Congestion and Hemorrhage of the Brain	6	10	....	7	9	....	2	14	....	....	..	..	..	..	..	..	..	1	..	..	1	1	1	1	2	8	1	..	2	..	..	1	2	..	1	3	..	2	2	3	16
3. Paralysis without specified cause	5	4	....	....	8	1	2	7	....	....	..	..	..	..	..	..	..	1	..	..	..	..	..	1	4	3	..	..	..	2	..	..	2	..	1	2	..	..	1	1	9
4. Insanity	1	2	....	1	2	....	...	3	....	....	..	..	..	..	..	..	..	..	..	..	..	1	..	1	..	1	..	..	1	1	..	..	..	..	..	..	1	..	..	..	..	3
5. Epilepsy	1	1	....	1	1	....	1	1	....	....	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	2	..	..	2
6. Convulsions (not puerperal)	6	4	....	9	1	....	8	2	....	6	2	..	..	..	..	..	..	..	1	..	..	..	..	..	1	..	..	..	1	3	1	1	..	1	..	1	..	1	1	..	10
7. Other Nervous Diseases	3	3	....	4	2	....	2	4	....	1	1	..	..	..	..	..	..	..	..	1	..	..	2	1	..	..	..	..	..	..	1	..	1	1	..	..	2	..	1	..	6
Total	26	29	....	31	23	1	24	31	....	9	4	..	2	2	..	..	..	3	1	1	3	2	1	4	5	13	5	..	6	7	2	2	5	2	2	8	4	5	7	5	55

PERTH.—*Continued.*

Number of Column.	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41
IV. CIRCULATORY SYSTEM.																																									
1. Endocarditis	3	1	....	3	1	....	1	3	....	....	..	..	..	..	..	..	..	..	1	..	..	..	1	1	..	..	1	..	..	1	..	2	..	..	..	..	1	..	..	..	4
2. Organic Heart Diseases	13	12	....	13	12	....	7	18	....	....	..	..	..	..	..	1	1	..	2	1	2	2	1	2	3	7	8	..	3	5	3	2	1	..	1	3	3	..	3	1	25
3. Angina Pectoris	1	..	....	1	..	....	..	1	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	1
4. Diseases of the Arteries, Atheroma, etc	2	1	....	..	3	....	1	1	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	1	1	..	..	..	..	..	..	1	..	..	2	..	..	..	3
5. Other Diseases of the Circulatory System	3	3	....	4	2	....	1	5	....	....	..	..	..	..	..	..	..	..	1	1	..	..	..	1	2	..	1	..	..	..	2	..	..	..	1	..	1	..	1	1	6
Total	22	17	...	21	18	....	10	28	1	....	..	..	..	..	..	1	1	1	4	2	2	2	2	4	6	8	6	..	3	6	5	4	1	..	3	4	5	2	4	2	39
V. RESPIRATORY SYSTEM.																																									
1. Acute Bronchitis	4	3	....	6	1	....	5	1	1	2	1	1	1	..	..	..	..	..	..	..	..	..	..	..	..	2	..	..	..	1	..	..	1	3	..	1	..	1	..	..	7
2. Chronic Bronchitis	4	2	....	2	4	....	..	6	....	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	3	1	1	..	..	1	..	1	..	1	..	1	..	..	..	..	2	6
3. Broncho-pneumonia	1	2	....	2	1	....	2	1	..	1	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	1	..	..	1	..	..	..	..	1	3
4. Pneumonia	19	18	....	20	17	....	15	22	....	5	2	..	..	..	2	1	..	1	..	..	3	..	1	3	4	9	6	..	1	3	4	6	5	3	..	3	3	3	3	3	37
5. Pleurisy	1	..	....	1	..	....	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	1
6. Congestion of the Lungs, (inc. pul. apop.)	3	1	....	2	2	....	2	2	....	2	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	1	..	..	1	..	1	..	..	..	..	..	..	..	..	2	4
7. Asthma and Emphysema	..	1	....	..	1	....	..	1	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	1
8. Other Diseases of the Respiratory System	2	1	....	2	1	....	1	2	....	..	..	..	..	..	..	..	..	1	..	..	..	1	..	1	..	..	..	..	1	..	..	..	..	1	..	..	1	..	..	..	3
Total	34	28	....	35	27	....	25	36	1	10	4	1	1	..	2	1	..	2	..	..	3	1	2	5	7	15	8	..	2	5	6	7	8	7	1	4	5	4	5	8	62
VI. DIGESTIVE SYSTEM.																																									
1. Other Diseases of Stomach (cancer excepted)	2	4	....	1	1	1	....	5	1	....	..	..	..	..	..	..	..	..	..	..	..	1	..	..	2	2	..	1	..	..	1	2	1	1	..	1	..	..	..	..	6
2. Infantile Diarrhoea and Cholera Infantum	11	5	....	16	....	....	16	....	....	16	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	2	5	7	..	1	16
3. Diarrhoea and Enteritis (not infantile)	5	6	....	2	9	....	2	9	....	....	..	..	..	..	2	..	..	..	..	..	..	..	..	..	..	3	4	..	..	..	..	..	..	2	..	1	4	2	2	..	11
4. Dysentery	1	..	....	1	..	....	1	..	....	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	1
5. Hernia and Intestinal obstructions	2	1	....	1	2	....	1	2	....	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	1	..	..	..	..	..	1	..	..	..	1	..	..	..	..	3
6. Other Diseases of the Intestines	....	1	....	....	1	....	....	1	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	1	..	..	..	..	..	..	..	..	..	1
7. Diseases of the Liver	3	2	....	2	2	1	....	5	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	2	3	..	..	..	1	..	1	..	1	..	..	..	..	1	..	..	5
8. Peritonitis (not puerperal)	4	4	....	6	2	....	3	5	....	....	..	..	..	..	..	..	2	2	1	1	..	..	1	..	1	..	..	..	1	..	1	..	1	..	1	1	..	..	3	..	8
9. Iliac Abscess and Appendicitis	2	5	....	6	....	1	7	....	....	....	1	..	..	3	1	..	..	1	..	..	1	..	..	..	..	..	..	..	1	1	..	..	1	1	..	1	..	1	..	..	7
Total	30	28	....	35	20	3	30	27	1	17	..	1	..	..	5	1	2	3	2	1	..	2	1	2	7	9	4	1	3	1	1	3	5	6	1	7	10	11	6	1	58
VII. GENITO-URINARY SYSTEM.																																								
1 Bright's Disease	12	2	....	7	7	....	2	12	....	....	..	..	..	..	..	..	..	..	..	..	..	1	2	3	1	2	4	1	..	2	2	2	..	2	1	2	1	1	1	..	14
2. Other Diseases of the Kidneys and Adnexa	....	1	....	....	1	....	....	1	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	1
3. Diseases of the Bladder	2	....	....	2	....	....	2	....	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	1	..	..	..	1	..	1	..	..	..	..	..	..	..	..	2
4. Other Diseases of the Uterus	....	1	....	1	....	....	....	1	....	....	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	1
Total	14	4	....	8	10	....	2	16	....	....	..	..	..	..	..	..	..	..	..	..	1	1	2	3	2	3	5	1	..	2	3	3	1	2	1	3	1	1	1	..	18
VIII. PUERPERAL DISEASES.																																								
1. Puerperal Albuminuria and Convulsions	....	1	....	1	....	....	....	1	....	....	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	1
2. Other accidents of Pregnancy, sudden death	....	1	....	1	....	....	....	1	....	....	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	1
Total	....	2	...	2	....	....	....	2	....	....	..	..	..	..	..	..	..	..	2	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	1	..	..	..	..	..	2

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CAUSES OF DEATHS BY COUNTIES IN 1906.—PETERBOROUGH.—(Including municipalities of all classes).

General Diseases.	Sex.			Nativity.			Social Condition.			Ages.																						Months.												Total.
										Under 5.																																			
	Male.	Female.	Not stated.	Canada.	Foreign.	Not stated.	Single.	Married.	Not stated.	0.	1.	2.	3.	4.	5-9.	10-14.	15-19.	20-24.	25-29.	30-34.	35-39.	40-44.	45-49.	50-59.	60-69.	70-79.	80 and over.	Not given.	January.	February.	March.	April.	May.	June.	July.	August.	Septemeber.	October.	November.	December.	
Number of Column.	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41
I. COMMUNICABLE (EPIDEMIC) DISEASES.																																										
1. Typhoid Fever	3	2	....	4	1	....	3	2	....	....	..	..	..	..	..	..	..	2	..	1	2	..	..	..	..	..	..	..	1	..	..	..	..	..	..	1	..	..	2	1	5
2. Measles	1	....	....	....	1	..	1	....	....	....	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	1
3. Scarlet Fever	1	....	....	2	....	....	1	....	....	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	1
4. Whooping Cough	1	4	....	4	1	....	5	....	....	2	3	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	1	1	..	..	..	1	..	1	..	..	5
5. Diphtheria and Croup	6	2	....	6	2	....	8	....	....	1	1	1	1	2	1	..	1	..	..	..	..	..	..	..	..	..	..	..	3	1	..	..	..	2	..	1	..	1	..	..	8
6. Influenza	2	2	....	1	3	....	....	4	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	1	1	..	2	..	..	..	..	1	2	..	..	..	..	..	..	..	1	4
Total	14	10	....	16	8	....	18	6	....	3	5	1	1	2	2	..	1	2	..	1	2	..	..	1	1	..	2	..	5	2	2	4	..	2	1	2	1	1	2	2	24
II. OTHER GENERAL DISEASES.																																										
1. Pyaemia and Septicaemia	4	2	....	5	1	....	4	2	....	....	..	1	..	..	..	..	1	1	..	2	..	..	1	..	..	..	..	..	1	..	1	..	2	1	..	..	..	..	..	..	1	6
2. Tuberculosis and Scrofula	18	33	....	48	3	....	30	21	....	4	1	..	1	..	..	1	8	7	9	4	3	5	3	2	1	2	..	..	5	6	3	5	4	4	5	5	1	5	4	4	51
3. Anaemia	3	4	....	6	1	....	1	5	1	....	..	..	..	..	..	..	..	..	..	1	1	..	..	1	2	2	..	..	..	..	..	..	..	..	..	2	2	1	1	1	..	7
4. Cancer	7	8	....	11	4	....	3	12	....	....	..	..	..	..	..	..	1	1	..	1	2	..	..	3	3	4	..	..	..	..	..	..	2	4	1	1	1	1	..	3	2	15
5. Rheumatism and Gout	1	1	....	2	....	....	....	2	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	1	..	..	..	..	..	..	..	..	1	..	..	1	..	2
6. Diabetes	1	2	....	3	....	....	1	2	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	2	1	..	..	..	1	..	..	..	2	..	..	..	..	..	..	..	..	3
7. Other General Diseases	....	2	....	2	....	....	1	1	....	....	1	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	1	..	..	..	..	2
Total	31	52	....	77	9	....	40	45	1	4	2	1	1	..	..	1	10	9	9	8	7	5	4	9	7	8	1	..	7	6	4	10	10	6	8	10	3	6	9	7	86
Local Diseases.																																										
III. NERVOUS SYSTEM.																																										
1. Encephalitis	1	1	...	2	....	....	2	....	...	1	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2	..	2
2. Meningitis	4	5	....	8	1	....	9	..	....	3	..	..	2	..	1	2	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	1	..	1	2	1	..	3	9
3. Congestion and Hemorrhage of the Brain	7	9	....	9	7	....	2	13	1	....	..	..	..	..	..	..	..	..	..	1	..	..	1	3	4	5	2	..	..	..	3	1	1	..	..	2	4	2	..	3	16
4. Paralysis without specified cause	9	4	....	7	6	....	4	9	....	....	..	1	..	1	..	..	..	..	..	..	..	..	..	2	3	2	4	..	..	1	1	..	2	..	2	1	1	2	2	1	13
5. Insanity	....	2	....	2	....	....	....	2	....	....	..	..	..	..	..	..	..	..	..	..	..	1	..	..	2	1	..	..	..	1	..	..	..	..	..	..	..	1	..	..	2
6. Epilepsy	2	3	....	5	....	....	4	1	....	....	..	..	..	..	..	..	2	1	1	..	..	..	1	..	..	..	..	..	..	..	1	..	1	..	..	..	1	..	1	1	..	5
7. Convulsions (not puerperal)	4	....	....	4	....	....	4	....	....	3	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2	..	..	..	..	..	..	1	1	..	..	4
8. Other Nervous Diseases	....	1	....	1	....	....	....	1	....	....	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	1
Total	27	25	....	38	14	....	25	26	1	7	..	1	2	2	2	2	1	2	1	2	..	2	2	5	7	8	6	..	..	2	8	1	4	1	3	5	8	8	5	7	52

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PETERBOROUGH.—*Concluded.*

Number of Column.	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41
XII. SUICIDE.																																									
1. Drowning	2	1	....	1	2	....	2	1	....	....	..	..	..	..	..	..	1	..	..	..	..	..	..	..	1	1	..	..	..	1	..	..	..	..	1	..	..	..	..	1	3
2. Firearms	....	1	....	1	....	....	....	1	....	....	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	1
Total	2	2	....	2	2	....	2	2	....	....	..	..	..	..	..	..	1	..	..	..	..	1	..	..	1	1	..	..	..	1	1	..	..	..	1	..	..	..	..	1	4
XII. ACCIDENT.																																									
1. Fractures and Dislocations	4	....	....	1	3	....	1	3	....	....	..	..	..	..	..	..	..	..	..	1	..	..	..	..	2	..	1	..	..	..	..	..	2	..	1	..	..	..	1	..	4
2. Gunshot	1	....	....	1	....	....	....	1	....	....	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	1
3. Drowning	5	1	....	4	1	1	3	1	2	....	..	..	..	1	1	..	2	1	1	..	..	..	..	..	..	..	..	..	..	..	..	..	2	2	1	..	..	1	..	6
4. Burns and Scalds	....	2	....	2	....	....	2	....	....	....	..	1	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	1	..	..	2
5. Other accidents	3	3	...	3	3	....	3	3	....	....	..	..	1	..	..	1	..	..	..	..	1	..	..	1	..	2	..	..	..	..	1	..	..	1	1	..	..	1	1	1	6
Total	13	6	....	11	7	1	9	8	2	....	..	1	1	..	1	2	1	2	2	2	1	..	..	1	2	2	1	..	..	..	2	2	..	3	5	1	..	2	3	1	19
XIV. ILL-DEFINED CAUSES.																																								
1. Dropsy	1	1	....	1	1	....	....	2	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	1	..	..	..	1	1	..	..	..	..	..	..	..	..	2
2. Tumors	....	2	....	2	....	....	....	2	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2	..	..	..	..	..	1	..	..	..	..	..	..	..	1	..	2
3. Other Ill-defined Causes	4	....	....	3	1	....	2	2	....	....	..	..	..	..	..	..	1	..	..	..	..	1	1	..	..	1	..	..	1	..	..	1	..	..	1	..	..	..	..	..	4
4. Heart Failure	9	6	....	8	7	...	1	14	....	....	..	..	..	..	..	..	1	..	..	1	1	..	4	3	2	3	..	..	2	2	2	1	1	1	..	2	..	1	..	3	15
Total	14	9	....	14	9	....	3	20	....	....	..	..	..	..	..	..	2	..	..	1	2	1	7	3	3	4	..	..	3	4	3	2	1	1	1	2	..	1	1	4	28
Total from all Causes	266	261	1	381	134	3	259	248	11	135	9	6	6	4	10	7	19	21	14	21	24	15	15	39	50	65	56	..	54	35	55	47	43	32	38	44	40	41	43	46	518

CAUSES OF DEATHS BY COUNTIES IN 1906.—PRESCOTT AND RUSSELL.—(Including municipalities of all classes.)

General Diseases.	Sex.			Nativity.			Social Con.			Ages.																			Months.												Total.
										Under 5.																															
Number of Column.	Male.	Female.	Not Stated.	Canada.	Foreign.	Not Stated.	Single.	Married.	Not Stated.	0.1	1.	2.	3.	4.	5-9.	10-14.	15-19.	20-24.	25-29	30-34.	35-39.	40-44.	45-49.	50-59.	60-69.	70-79.	80 and over.	Not given.	January.	February.	March.	April	May.	June.	July.	August.	September.	October.	November.	December.	Total.
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41
I. COMMUNICABLE (EPIDEMIC) DISEASES.																																								
1. Typhoid Fever	7	8	....	10	....	....	7	3	....	....	..	..	1	..	..	1	..	2	3	1	1	..	..	1	..	..	..	..	..	..	..	1	..	1	1	..	1	2	1	..	3	10
2. Measles	1	1	....	1	1	...	2	....	....	1	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	1	2
3. Whooping Cough	2	7	....	9	....	....	9	....	....	4	2	1	1	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	1	1	1	4	1	..	..	..	..	9
4. Diphtheria and Croup	2	4	....	6	....	....	6	....	....	....	1	1	1	..	2	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	1	..	..	1	..	..	1	..	..	3	6
5. Influenza	3	3	....	6	....	....	4	2	....	2	1	..	..	..	..	1	..	..	..	..	..	..	..	..	2	..	1	..	..	1	3	1	..	..	..	..	1	..	..	..	..	1
6. Other Epidemic Diseases	....	1	....	1	....	....	1	....	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..
Total	15	19	....	33	1	....	29	5	....	7	5	3	2	1	4	..	2	3	1	1	..	..	1	..	3	..	1	..	1	3	4	1	3	2	5	3	3	1	..	8	34

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Number of Column.	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41
VII. GENITO-URINARY SYSTEM.																																									
1. Bright's Disease	2	....	....	....	2	....	1	1	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	1	..	..	..	..	..	..	..	..	..	..	..	1	..	1	2
2. Other Diseases Kidneys and Adnexa	4	1	....	5	....	....	....	4	1	....	..	..	..	..	..	..	..	1	..	..	..	..	..	..	2	2	..	..	..	..	1	..	1	..	..	1	..	..	1	1	5
3. Diseases of the Bladder	1	....	....	1	..	....	....	1	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	1	..	1
4. Diseases of the Male Genital Organs	1	....	....	1	....	....	....	1	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	1	..	..	..	..	..	..	..	..	..	1
Total	8	1	....	7	2	....	1	7	1	....	..	..	..	..	..	..	..	1	..	..	..	..	..	..	1	3	4	..	..	..	2	..	1	..	..	1	..	1	2	2	9
VIII. PUERPERAL DISEASES.																																								
1. Puerperal Septicæmia	....	2	....	2	....	....	....	2	....	....	..	..	..	..	..	..	..	1	..	..	1	..	..	..	..	..	..	..	..	..	1	..	..	..	1	..	..	..	..	..	2
2. Other accidents of Pregnancy, sudden death	....	5	....	5	....	....	....	5	....	....	..	..	..	..	..	..	..	1	2	1	1	..	..	..	..	..	..	..	..	..	4	..	..	..	..	..	..	..	..	..	5
Total	....	7	....	7	....	....	....	7	....	....	..	..	..	..	..	..	..	2	2	1	2	..	..	..	..	..	..	..	..	1	4	..	1	..	..	..	..	..	..	..	7
IX. THE SKIN.																																								
1. Erysipelas	1	....	....	1	....	....	1	....	....	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	1
2. Other Diseases of the Skin and Adnexa	3	....	....	2	1	....	....	3	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	1	1	..	1	..	1	..	..	1	..	..	..	..	..	..	..	1	..	3
Total	4	....	....	3	1	....	1	3	....	1	..	..	..	..	..	..	..	..	..	..	..	..	..	1	1	..	1	..	2	..	..	1	..	..	..	..	..	..	..	1	..	4
X. LOCOMOTOR SYSTEM. (No cases in this class)																																								
XI. MALFORMATIONS, ETC.																																								
1. Still-Births	15	11	9	35	....	....	35	....	....	35	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2	2	2	8	2	4	4	6	2	4	1	35
2. Congenital Debility and Malformations	88	77	....	165	....	....	165	....	....	165	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	9	10	17	22	11	11	18	20	9	11	14	13	165
3. Other Diseases of Infancy	8	6	....	14	....	....	14	....	....	13	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	2	2	2	1	2	1	1	..	2	14
4. Senile Decay	18	28	....	31	15	....	1	40	5	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2	13	31	..	1	2	5	3	5	4	2	5	6	4	3	6	46
Total	129	122	9	245	15	....	215	40	5	213	1	..	..	..	..	..	..	..	..	..	..	..	..	..	2	13	31	..	10	15	24	29	26	19	25	31	22	18	21	22	260
XII. SUICIDE.																																								
1. Poison	....	1	....	1	....	....	....	1	....	....	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	1
2. Strangulation	1	....	....	1	....	....	....	1	....	....	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	1
Total	1	1	....	2	....	....	....	2	....	....	..	..	..	..	..	..	..	..	..	..	2	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	1	..	..	..	2
XIII. ACCIDENT.																																								
1. Fractures and Dislocations	2	2	....	3	1	....	1	3	....	....	..	..	..	..	..	..	..	..	..	..	..	1	..	..	2	..	1	..	..	1	..	..	1	..	..	2	..	..	..	..	4
2. Gunshot	....	1	....	1	....	....	1	....	....	....	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	1
3. Drowning	7	1	....	8	....	....	5	3	....	....	..	..	..	1	..	2	2	..	1	..	..	..	..	..	2	..	..	..	..	..	..	..	1	2	1	3	..	1	..	..	8
4. Railways	1	....	....	....	1	....	....	1	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	1	..	..	..	..	..	..	1
5. Burns and Scalds	2	2	....	4	....	....	4	....	....	1	2	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	1	2	4
6. Other accidents	9	2	....	10	1	...	7	4	....	....	2	..	..	..	..	1	2	..	1	..	1	..	..	..	2	2	..	..	..	1	..	2	1	..	..	2	..	1	1	2	1	11
Total	21	8	....	26	3	....	18	11	....	1	4	1	..	..	1	1	4	2	2	1	1	1	..	6	3	1	..	..	2	..	2	1	2	3	3	5	1	3	4	3	29
XIV. ILL-DEFINED CAUSES.																																								
1. Dropsy	1	4	....	4	1	....	....	4	1	....	..	..	..	..	..	..	..	..	..	..	..	..	..	1	2	2	..	..	..	..	..	..	..	..	1	..	2	2	..	..	5
2. Other Ill-defined Causes	9	13	....	22	....	...	20	1	1	12	2	3	..	1	1	1	..	..	1	..	..	..	..	..	1	..	..	..	2	2	4	1	1	..	2	5	1	2	2	..	22
3. Heart Failure	2	4	....	5	1	....	....	6	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2	3	..	..	1	..	..	1	..	..	..	1	2	..	..	..	2	6
Total	12	21	....	31	2	....	20	11	2	12	2	3	..	1	1	1	..	..	1	..	..	..	..	..	3	6	2	..	1	2	5	1	1	..	4	7	3	4	2	2	33
Total from all causes	354	350	9	667	44	2	474	224	15	318	23	15	5	3	14	9	26	27	23	16	21	13	12	33	47	56	49	3	48	47	66	67	55	55	65	78	64	51	57	61	713

CAUSES OF DEATHS BY COUNTIES IN 1906.—PRINCE EDWARD.—(Including municipalities of all classes).

General Diseases.	Sex.			Nativity.			Social Con.			Ages.																													Months.												Totals.
										Under 5.																																										
	Male.	Female.	Not stated.	Canada.	Foreign.	Not stated.	Single.	Married.	Not stated.	0.1	1.	2.	3.	4.	5-9.	10-14.	15-19.	20-24.	25-29.	30-34.	35-39.	40-44.	45-49.	50-59.	60-69.	70-79.	80 and over.	Not given.	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.											
Number of Column.	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41										
I. COMMUNICABLE (EPIDEMIC) DISEASES.																																																	
1. Typhoid Fever	2	....	....	2	....	....	2	....	....	....	....	....	....	....	1	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	1	..	..	2										
2. Scarlet Fever	2	....	....	2	....	....	2	....	....	....	1	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	1	..	..	..	..	..	..	2										
3. Influenza	1	....	....	....	1	....	....	1	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	1	..	..	..	..	..	..	..	1										
Total	5	....	....	4	1	....	4	1	....	....	1	..	..	..	2	..	1	..	..	..	..	..	..	..	..	1	..	..	..	1	..	..	1	1	..	..	1	..	1	..	..	5										
II. OTHER GENERAL DISEASES.																																																	
1. Pyaemia and Septicaemia	2	1	....	3	....	....	2	1	....	....	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	2	..	..	1	..	..	1	..	..	..	..	..	1	..	..	3										
2. Tuberculosis and Scrofula	9	7	....	16	....	....	9	7	....	....	..	..	..	..	1	..	4	3	1	1	1	1	..	1	1	2	..	..	1	1	2	1	1	4	1	1	2	1	..	1	16										
3. Cancer	9	8	....	15	2	....	....	17	....	....	..	..	..	..	..	..	..	..	..	..	..	2	1	5	5	4	..	..	2	..	1	2	2	3	1	1	..	1	2	2	17										
4. Diabetes	1	....	....	1	....	....	....	1	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	1										
5. Alcoholism, Acute and Chronic	1	....	....	1	....	....	....	1	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	1										
Total	22	16	....	36	2	....	11	27	....	....	..	..	..	..	1	..	4	4	1	1	1	3	1	7	6	9	..	..	4	1	3	3	1	7	2	3	3	3	2	3	38										
Local Diseases.																																																	
III. NERVOUS SYSTEM.																																																	
1. Meningitis	....	1	....	1	....	....	1	....	....	....	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	1										
2. Congestion and Hemorrhage of the Brain	4	2	....	5	1	....	1	5	....	....	..	..	..	..	..	..	..	..	1	..	..	..	..	..	4	1	..	..	..	..	1	1	..	1	1	..	..	..	1	1	6										
3. Paralysis without specified cause	2	5	....	5	2	....	2	5	....	....	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	4	2	..	1	..	..	3	..	1	1	..	..	1	..	..	7										
4. Epilepsy	2	1	....	3	....	....	1	2	....	....	..	..	..	..	..	..	..	..	..	1	..	..	1	1	..	..	..	..	..	1	1	..	1	..	..	..	..	..	..	..	3										
5. Convulsions (not puerperal)	2	1	....	3	....	....	3	....	....	2	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	1	..	..	3										
6. Tetanus	1	....	....	1	....	....	1	....	....	....	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	1										
7. Other Nervous Diseases	....	2	....	2	....	....	....	2	....	....	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	1	..	..	..	1	..	..	1	..	..	..	..	..	..	..	2										
Total	11	12	....	20	3	....	9	14	....	2	1	..	..	..	2	..	..	..	2	1	1	1	1	4	6	2	..	1	..	3	6	..	5	2	1	1	1	1	2	23										
IV. CIRCULATORY SYSTEM.																																																	
1. Organic Heart Diseases	3	5	....	8	....	....	1	6	1	....	..	..	..	..	..	..	..	..	..	..	..	..	..	1	1	2	4	..	..	1	1	..	1	2	..	1	1	..	1	..	8										
2. Angina Pectoris	1	....	....	1	....	....	....	1	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	1	..	..	..	..	..	1										
3. Other Diseases of the Circulatory System	1	1	....	2	....	....	....	2	....	....	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	1	1	..	..	..	..	2										
Total	5	6	....	11	....	....	1	9	1	....	..	..	..	..	..	..	..	1	..	..	..	..	..	1	2	3	4	..	..	1	1	..	1	3	2	1	1	..	1	..	11										

PRINCE EDWARD—*Concluded.*

Number of Column.	1	2	3	4	5	6	7	8	9	10	11	22	18	14	15	16	17	18	19	20	21	22	23	24	25	36	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41
V. RESPIRATORY SYSTEM.																																									
1. Pneumonia	10	8	....	15	3	....	5	13	....	1	..	..	..	..	..	1	1	1	..	2	..	2	1	1	5	2	1	..	3	1	3	3	2	2	..	1	1	..	..	2	18
2. Pleurisy	....	1	....	1	....	....	....	1	....	....	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	1
3. Asthma and Emphysema	1	....	....	1	....	....	....	1	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	1	..	..	..	..	..	..	..	..	1
Total	11	9	....	17	3	....	5	15	....	1	..	..	..	..	..	1	1	1	..	2	..	3	1	1	5	3	1	..	3	1	3	4	3	2	..	1	1	..	..	2	20
VI. DIGESTIVE SYSTEM.																																									
1. Other Diseases of Stomach (Cancer excepted)	2	2	....	3	1	....	....	4	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	3	1	..	..	2	..	..	1	..	..	..	..	..	..	..	..	1	4
2. Infantile Diarr. and Cholera Infantum	3	3	....	6	....	....	6	....	....	6	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	3	2	..	..	6
3. Diarrhœa and Enteritis (not infantile)	1	....	....	1	....	....	....	1	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	1
4. Dysentery	....	1	....	....	1	....	....	1	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	1	..	..	..	..	1
5. Hernia and Intestinal obstruction	1	1	....	2	....	....	....	2	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	1	..	..	..	1	..	..	1	..	..	..	..	..	..	..	2
6. Other Diseases of the Intestines	....	1	....	1	....	....	....	1	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	1	..	1	..	..	..	..	..	..	..	..	1
7. Diseases of the Liver	2	1	....	3	....	....	....	3	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	1	1	..	1	..	..	1	..	1	..	..	..	..	1	..	..	..	3
8. Peritonitis (not puerperal)	....	1	....	1	....	....	....	1	....	....	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	1
9. Iliac Abscess and Appendicitis	1	....	....	1	....	....	....	1	....	....	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	1
Total	10	10	...	18	2	....	6	14	....	6	..	..	..	..	..	..	..	..	..	1	1	..	2	1	5	4	..	..	2	2	1	2	..	1	1	5	3	2	..	1	20
VII. GENITO-URINARY SYSTEM.																																									
1. Bright's Disease	6	2	....	7	1	....	1	7	....	....	..	..	..	..	..	..	..	..	1	..	..	..	1	1	2	1	2	..	..	..	3	2	2	..	..	..	1	..	..	..	8
2. Other Diseases of the Kidneys and Adnexa	1	....	....	....	1	....	....	1	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	1
3. Diseases of the Bladder	3	....	....	3	....	....	1	2	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	1	1	..	..	..	..	..	1	1	..	..	..	1	..	..	3
4. Other Diseases of the Uterus	....	1	....	1	....	....	....	1	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	1
Total	10	3	....	11	2	....	2	11	....	....	..	..	..	..	..	..	..	..	1	..	..	..	1	1	5	2	3	..	1	..	3	2	3	1	..	1	1	1	..	..	13
VIII. PUERPERAL DISEASES.																																									
1. Puerperal Albuminuria and Convulsions	....	1	....	1	....	....	....	1	....	....	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	1
Total	....	1	....	1	....	....	....	1	....	....	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	1
IX. THE SKIN.																																									
1. Other Diseases of the Skin (cancer excepted)	1	2	....	3	....	....	2	1	....	....	..	..	..	..	..	..	..	..	..	..	..	..	1	..	1	..	1	..	1	..	..	1	1	..	..	..	..	..	..	..	3
Total	1	2	....	3	....	....	2	1	....	....	..	..	..	..	..	..	..	..	..	..	..	..	1	..	1	..	1	..	1	..	..	1	1	..	..	..	..	..	..	..	3
X. LOCOMOTOR SYSTEM.																																									
1. Pott's Disease	1	....	....	1	....	....	....	1	....	....	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	1
Total	1	....	....	1	....	....	....	1	...	....	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	1
XI. MALFORMATIONS, ETC.																																									
1. Still-Births	5	2	....	7	....	....	7	....	....	7	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	1	..	..	..	1	1	1	.	2	7
2. Congenital Debility and Malformations	11	9	1	21	....	....	21	....	....	21	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	1	2	2	7	2	1	1	2	..	2	21
3. Other Diseases of Infancy	3	2	....	5	....	....	5	....	....	5	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2	..	..	..	..	1	..	..	1	..	..	1	5
4. Senile Decay	27	23	....	35	15	....	6	44	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	16	33	..	6	2	2	10	6	4	4	4	2	7	2	1	50
Total	46	36	1	68	15	....	39	44	....	33	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	16	33	..	9	3	3	13	8	12	6	6	5	10	2	6	83
XII. SUICIDE.																																									
1. Strangulation	1	....	....	1	....	....	1	....	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	1
Total	1	....	....	1	....	....	1	....	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	1

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RAINY RIVER.—*Continued.*

Number of Column.	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41
Local Diseases.																																									
III. DISEASES OF NERVOUS SYSTEM, ETC.																																									
1. Meningitis	4	1	....	5	....	....	4	1	....	1	1	1	..	..	1	..	..	..	1	1	..	..	..	..	..	..	..	..	1	..	..	..	1	..	1	1	..	..	..	1	5
2. Paralysis without Specified Cause	2	....	....	1	1	....	1	....	1	....	..	..	1	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	1	..	..	1	..	..	..	..	..	..	..	..	2
3. Convulsions (not puerperal)	2	2	....	4	....	....	4	....	....	3	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	1	..	..	..	2	..	..	..	4
4. Other Nervous Diseases	....	1	....	....	1	....	1	....	....	....	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	1
Total	8	4	....	10	2	....	10	1	1	4	2	1	2	..	1	..	..	..	1	1	..	..	..	..	..	..	..	..	2	1	..	2	2	..	1	1	2	..	..	1	12
V. CIRCULATORY SYSTEM.																																									
1. Organic Heart Disease	5	2	....	7	....	....	2	3	2	....	..	..	..	..	..	..	1	..	..	..	..	..	..	1	2	3	..	..	..	..	..	..	..	..	1	..	1	2	1	2	7
2. Other Diseases of the Circulatory System	1	1	....	2	....	....	....	2	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	1	..	..	..	..	..	..	..	..	..	..	..	1	..	1	2
Total	6	3	....	9	....	....	2	5	2	....	..	..	..	..	..	..	1	..	..	..	..	..	..	2	2	4	..	..	..	..	..	..	..	..	1	..	1	3	1	3	9
V. RESPIRATORY SYSTEM.																																									
1. Acute Bronchitis	2	2	....	4	....	....	3	1	....	1	1	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	1	..	1	..	2	..	..	..	..	..	..	..	..	..	4
2. Chronic Bronchitis	1	....	....	1	....	...	1	....	....	....	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	1
3. Broncho-pneumonia	....	1	....	1	....	....	1	....	....	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	1
4. Pneumonia	15	6	....	14	7	....	12	8	1	3	1	1	1	..	2	..	..	2	2	1	1	1	..	..	3	2	1	..	2	2	1	3	2	..	..	..	2	1	5	3	21
5. Pleurisy	2	....	..	2	....	....	2	....	....	1	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2	..	..	..	..	..	..	..	2
6. Asthma and Emphysema	1	....	....	....	1	....	....	1	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	1
7. Other Diseases of the Respiratory System	1	....	....	1	....	....	1	....	....	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	1
Total	22	9	....	23	8	....	20	10	1	7	2	2	1	..	3	..	..	3	2	1	1	1	..	..	4	2	2	..	3	2	3	4	6	..	1	..	2	1	5	4	31
VI. DIGESTIVE SYSTEM.																																									
1. Other Diseases of Stomach (cancer excepted)	1	2	....	2	1	....	1	2	....	....	..	..	..	..	..	..	1	..	..	..	..	..	..	1	1	..	..	..	..	..	..	1	..	1	..	..	1	..	..	..	3
2. Infantile Diarrhœa and Cholera Infantum	7	6	....	13	....	....	13	....	....	11	2	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	7	3	3	..	..	13
3. Diarrhœa and Enteritis (not infantile)	1	2	...	3	....	....	2	1	....	....	..	..	1	..	1	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	1	1	..	1	..	..	3
4. Dysentery	2	....	....	1	1	....	....	1	1	....	..	..	..	..	..	..	..	1	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	1	..	..	1	..	2
5. Hernia and Intestinal obstructions	1	..	....	1	....	....	1	....	....	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	1
6. Diseases of the Liver	....	1	....	....	1	....	....	1	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	1
7. Peritonitis (not puerperal)	1	1	....	1	1	....	....	2	....	....	..	..	..	..	..	..	..	1	1	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	1	..	..	2
Total	13	12	....	21	4	....	17	7	1	12	2	..	1	..	1	..	1	1	1	1	..	..	..	2	3	..	..	..	..	2	1	1	..	1	1	9	4	5	1	..	25
VII. GENITO-URINARY SYSTEM.																																									
1. Bright's Disease	2	....	....	1	1	....	1	....	1	....	..	..	..	..	..	1	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	1	1	..	..	..	..	..	..	2
2. Diseases of the Bladder	2	....	....	....	1	1	....	1	1	....	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	1	..	..	..	..	..	..	..	..	..	..	..	2	..	2
Total	4	....	....	1	2	1	1	1	2	....	..	..	..	..	1	..	..	..	..	..	..	1	..	1	..	..	1	..	..	..	..	..	..	1	1	..	..	..	2	..	4
VIII. PUERPERAL DISEASES.																																									
1. Puerperal Septicæmia	....	1	....	1	....	....	....	1	....	....	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	1
2. Puerperal Albuminuria and Convulsions	....	1	...	1	....	....	....	1	....	....	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	1
Total	....	2	....	2	....	....	....	2	....	....	..	..	..	..	..	..	..	2	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2	..	..	..	..	2

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CAUSES OF DEATHS BY COUNTIES IN 1906.—RENFREW.—(Including municipalities of all classes.)

General Diseases.	Sex.			Nativity.			Social Con.			Ages.																						Months.												Totals.
										Under 5.					5–9.	10–14.	15–19.	20–24.	25–29.	30–34.	35–39.	40–44.	45–49.	50–59.	60–69.	70–79.	80 and over.	Not given.																
	Male.	Female.	Not stated.	Canada.	Foreign.	Not stated.	Single.	Married.	Not stated.	0.	1.	2.	3.	4.															Jan.	Feb.	March.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.	
Number of Column.	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41
I. COMMUNICABLE (EPIDEMIC) DISEASES.																																									
1. Typhoid Fever	25	9	....	26	8	...	17	16	1	....	..	1	..	..	..	2	4	6	6	3	4	3	..	4	1	..	..	..	6	3	1	1	..	..	1	2	3	4	6	7	34
2. Measles	3	3	....	3	3	....	6	....	....	3	..	..	..	2	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	5	1	..	..	..	..	..	..	6
3. Scarlet Fever	2	1	....	3	....	....	3	....	....	....	..	2	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	1	..	..	..	..	..	..	..	1	..	..	3
4. Whooping Cough	....	3	....	3	....	....	3	....	....	3	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	1	..	..	..	..	..	1	..	..	..	..	..	3
5. Diphtheria and Croup	15	12	....	27	....	....	27	....	....	1	4	3	6	1	5	1	3	1	..	1	..	..	..	..	..	..	..	1	3	..	..	2	4	2	7	..	..	6	2	1	27
6. Influenza	....	2	....	2	....	....	1	1	....	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	1	..	..	..	1	..	..	2
Total	45	30	....	64	11	....	57	17	1	8	4	6	7	3	5	3	8	7	6	4	4	3	..	4	1	..	1	1	10	5	2	3	9	4	8	3	3	12	8	8	75
II. OTHER GENERAL DISEASES.																																									
1. Pyæmia and Septicæmia	3	6	....	8	1	....	4	5	...	1	1	..	..	..	..	..	..	2	1	..	1	1	2	..	..	..	..	..	..	2	1	..	2	2	..	..	1	1	..	..	9
2. Tuberculosis and Scrofula	24	28	....	43	8	1	22	27	3	....	1	..	1	..	2	..	3	6	12	8	2	6	1	3	6	1	..	..	7	5	7	6	4	4	4	3	4	3	3	1	52
3. Anæmia	3	1	....	4	....	....	2	1	1	....	..	..	..	..	..	..	1	1	..	..	..	1	..	..	1	..	..	..	..	1	1	1	1	..	..	..	1	..	..	..	..	4
4. Cancer	9	10	....	11	8	....	2	17	....	....	..	..	..	..	..	..	..	..	..	1	1	..	1	6	6	3	1	..	3	2	..	1	..	..	2	2	1	3	2	3	19
5. Rheumatism and Gout	2	....	....	2	....	....	1	1	....	....	..	..	..	..	..	1	..	..	..	..	..	1	..	..	..	..	..	..	1	..	..	..	1	..	..	..	..	..	..	..	2
6. Diabetes	3	2	....	4	1	....	2	3	....	....	..	..	..	..	..	2	..	..	..	1	..	..	..	1	1	..	..	..	..	1	1	..	1	..	..	2	..	..	..	..	5
7. Other General Diseases	....	2	....	2	....	....	1	1	....	....	..	1	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	1	..	..	2
Total	44	49	...	74	18	1	31	55	4	1	2	1	1	..	2	3	4	9	13	10	5	9	4	10	14	4	1	..	11	12	10	8	9	6	6	7	6	9	5	4	93
Local Diseases.																																									
III. NERVOUS SYSTEM.																																									
1. Encephalitis	....	1	....	1	....	....	1	....	....	....	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	1
2. Meningitis	6	3	....	9	....	....	9	..	....	2	1	2	..	2	2	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	1	..	4	1	1	..	9
3. Congestion and Hemorrhage of Brain	2	3	...	4	1	....	....	5	....	....	..	..	..	..	..	..	..	..	..	..	..	1	..	..	1	1	2	..	..	1	..	..	..	..	1	..	..	1	..	2	5
4. Paralysis without specified cause	6	8	....	10	3	1	4	9	1	...	1	1	..	..	..	1	1	..	..	..	..	..	..	1	5	2	1	1	2	..	..	1	2	3	..	2	..	..	..	4	14
5. Epilepsy	1	....	...	1	....	....	1	....	....	....	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	1
6. Convulsions (not puerperal)	15	8	....	23	....	....	23	....	....	21	1	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	3	2	3	2	..	1	3	1	..	5	2	1	23
7. Other Nervous Diseases	5	3	....	6	2	....	4	4	....	....	..	..	..	..	..	2	..	..	1	..	1	1	..	1	1	1	..	..	1	2	..	2	..	..	..	1	..	1	1	..	8
Total	35	26	....	54	6	1	42	18	1	23	3	3	..	2	3	4	2	..	1	..	2	1	..	3	7	5	1	1	6	6	4	6	2	5	4	8	1	8	3	8	61
IV. CIRCULATORY SYSTEM.																																									
1. Organic Heart Diseases	10	9	....	11	8	....	....	17	2	....	..	..	..	..	..	..	..	1	..	..	..	..	1	..	7	8	2	..	1	1	2	1	2	1	1	..	1	4	1	4	19
2. Other Diseases of the Circulatory	1	3	....	3	1	....	1	3	....	1	..	..	..	..	..	..	..	1	1	..	..	..	..	..	..	1	..	..	..	..	1	1	..	..	..	..	..	..	1	..	4
Total	11	12	....	14	9	....	1	20	2	1	..	..	..	..	..	..	..	2	1	..	..	..	1	..	7	9	2	..	1	1	3	2	3	1	1	..	1	4	2	4	23

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LINCOLN—*Concluded.*

Number of Column.	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41
XIII. ACCIDENTS.																																									
1. Fractures and Dislocations	6	2	....	6	2	....	4	3	1	....	..	..	..	1	..	1	..	1	1	..	1	..	..	1	1	1	..	..	1	1	..	..	..	..	1	..	1	1	1	2	8
2. Gunshot	1	..	..	1	..	..	1	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	1
3. Drowning	4	2	....	4	2	....	3	3	....	..	..	..	..	..	..	1	..	..	1	..	..	..	2	1	..	1	..	..	..	2	1	..	1	..	1	..	..	..	1	..	6
4. Railways	5	..	....	4	1	....	2	3	....	..	..	..	..	..	..	..	1	1	1	..	..	1	1	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	1	2	1	5
5. Burns and Scalds	5	2	....	7	..	....	7	..	....	..	1	2	..	..	1	3	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	6	..	..	..	..	..	1	7
6. Other Accidents	6	2	....	5	3	....	4	4	....	2	..	..	..	..	..	..	..	1	..	..	1	..	1	..	..	2	1	..	1	2	..	..	..	..	..	1	1	2	1	..	..	8
Total	27	8	....	27	8	....	21	13	1	2	1	2	..	1	1	5	1	3	4	..	2	1	4	2	1	4	1	..	2	5	1	..	2	6	3	2	3	3	4	4	35
XIV. ILL-DEFINED CAUSES.																																									
1. Dropsy	5	5	....	5	5	....	2	8	....	..	..	..	..	1	..	..	..	..	..	..	..	..	..	3	2	2	2	..	1	..	..	2	1	..	..	1	2	1	2	..	10
2. Tumors	....	1	....	....	1	....	....	1	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	1	..	..	..	1
3. Other Ill-defined causes	6	7	....	12	1	....	9	3	1	3	2	..	..	..	1	1	..	..	..	2	..	1	1	1	..	..	1	..	2	1	4	..	..	..	1	3	..	..	2	13
4. Heart Failure	10	12	....	18	4	....	6	16	....	1	..	..	..	..	1	..	..	..	4	1	1	1	2	4	7	..	..	1	1	1	1	1	1	4	1	3	1	..	1	22
Total	21	25	....	35	11	....	17	28	1	4	2	..	..	1	2	1	..	..	4	1	3	1	3	8	10	3	2	1	2	6	2	10	2	1	4	3	9	2	2	3	46
Total from all causes	363	308	2	535	136	2	365	294	14	188	22	17	9	10	18	20	19	29	35	16	26	18	13	34	56	73	64	6	56	66	48	61	62	48	57	59	42	66	51	57	673

CAUSES OF DEATHS BY COUNTIES IN 1906.—SIMCOE.—(Including municipalities of all classes).

General Diseases.	Sex.			Nativity.			Social Con.			Ages.																			Months.												Totals.
										Under 5.																															
	Male.	Female.	Not stated.	Canada.	Foreign.	Not stated.	Single.	Married.	Not stated.	0.1	1.	2.	3.	4.	5-9.	10-14.	15-19.	20-24.	25-29.	30-34.	35-39.	40-44.	45-49.	50-59.	60-69.	70-79.	80 and over.	Not given.	Jan.	Feb.	March	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.	
Number of Column.	1	2	3	4	5	6	7	8	9	10	11	12	13	11	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41
1. COMMUNICABLE (EPIDEMIC) DISEASES.																																									
1. Typhoid Fever	19	13	...	21	10	1	19	13	....	2	..	..	..	..	..	2	3	7	4	3	2	3	1	1	2	2	..	..	3	3	1	3	5	1	..	2	2	8	3	1	32
2. Measles	1	4	....	5	....	....	5	....	....	2	2	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	1	2	1	5
3. Scarlet Fever	....	1	....	1	....	....	1	....	....	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	1
4. Whooping Cough	3	3	....	6	....	....	6	....	....	6	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2	..	1	2	1	..	6
5. Diphtheria and Croup	10	8	....	18	....	....	18	....	....	..	6	..	1	1	7	1	1	1	..	..	..	..	..	..	..	2	2	..	..	3	..	..	..	1	1	2	2	..	2	3	4	18
6. Influenza	1	5	..	3	3	....	1	5	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	1	1	..	1	..	..	..	..	1	1	6
7. Other Epidemic Diseases	....	1	....	1	....	....	1	....	....	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	1
Total	34	35	....	55	13	1	51	18	....	10	9	..	1	1	9	3	4	8	4	3	2	3	1	3	4	4	..	..	7	5	3	3	7	3	4	4	3	13	10	7	69

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Number of Column,	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41
VII. GENITO-URINARY SYSTEM.																																									
1. Acute Nephritis	1	....	....	....	1	....	....	1	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	1
2. Bright's Disease	18	12	....	16	14	....	7	23	....	....	..	..	..	..	..	..	..	3	1	..	2	2	1	3	9	8	1	..	3	1	1	2	1	3	5	2	3	3	4	2	30
3. Other Diseases of the Kidneys and Adnexa	7	2	....	4	5	....	2	6	1	....	..	..	..	..	..	..	..	1	..	..	..	..	..	2	..	4	2	..	1	..	..	..	..	3	2	..	..	..	1	2	..	9
4. Diseases of the Bladder	3	1	....	....	4	....	1	3	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	3	..	..	1	..	..	..	..	..	1	1	..	..	..	1	..	4
5. Diseases of the Male Genital Organs	1	....	....	....	1	....	....	1	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	1
Total	30	15	....	20	25	....	10	34	1	....	..	..	..	..	..	..	..	4	1	..	2	2	1	6	10	16	3	..	5	1	1	2	4	6	6	2	4	4	8	2	45
VIII. PUERPERAL DISEASES.																																									
1. Puerperal Septicæmia	..	4	....	4	....	....	....	4	....	....	..	..	..	..	..	..	..	..	1	1	..	..	1	..	..	..	..	1	..	1	1	1	1	..	..	..	..	..	..	..	..	4
2. Puerperal Albuminuria and Convulsions	....	1	....	1	....	....	....	1	....	....	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	1
3. Other Accidents of Pregnancy, Sudden Death	....	5	....	5	....	....	....	5	....	....	..	..	..	..	..	..	1	1	..	1	2	..	..	..	..	..	..	..	..	2	1	..	..	..	..	..	..	1	..	1	..	5
Total	....	10	....	10	....	....	....	10	....	....	..	..	..	..	..	..	1	1	1	2	3	..	1	..	..	..	..	1	..	3	3	1	1	..	..	..	1	..	1	..	10
IX. THE SKIN.																																									
1. Erysipelas	3	1	....	3	1	....	3	1	....	2	..	..	..	..	1	..	..	..	..	..	..	..	..	1	..	..	..	..	1	..	..	1	..	..	..	1	..	..	1	..	4
2. Other Diseases of the Skin and its Adnexa (Cancer excepted)	4	5	....	2	7	....	4	5	....	....	1	..	..	..	..	..	..	..	..	1	1	1	2	3	..	1	1	..	1	1	..	2	..	2	..	..	..	1	1	9
	7	6	....	5	8	....	7	6	....	2	1	..	..	..	1	..	..	..	..	1	1	2	2	3	..	2	1	..	2	2	..	2	1	..	..	2	1	13
X. LOCOMOTOR SYSTEM. Total (No cases in this class.)																																								
XI. MALFORMATIONS, ETC.																																								
1. Still-births	33	30	....	63	....	....	63	....	....	63	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	4	5	5	7	3	5	8	4	3	6	4	9	63
2. Congenital Debility and Malformations	63	61	..	124	....	....	124	....	....	124	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	11	13	5	13	11	14	13	13	8	8	8	4	124
3. Other Diseases of Infancy	4	6	....	10	....	....	10	....	....	10	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2	..	..	..	..	1	..	2	4	..	1	10
4. Senile decay	77	65	....	33	108	1	9	125	8	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	6	49	87	..	18	8	15	10	7	9	13	12	13	16	14	7	142
Total	177	162	....	230	108	1	206	125	8	197	..	..	..	..	..	..	..	..	..	..	..	..	..	..	6	49	87	..	33	28	28	30	21	28	35	29	26	34	26	21	339
XII. SUICIDE.																																								
1. Sharp Instruments	1	....	....	1	....	....	1	....	....	....	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	1
2. Not Stated	1	....	....	1	....	....	1	....	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	1	..	..	..	..	..	..	..	..	..	..	..	1
Total	2	....	....	2	....	....	2	....	....	....	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	1	..	..	1	..	1	..	..	..	..	..	..	..	..	..	2
XIII. ACCIDENT.																																								
1. Fractures and Dislocations	7	2	....	2	7	....	2	7	....	....	..	..	..	..	..	1	..	..	..	..	1	1	1	..	2	1	2	..	..	1	1	..	2	..	..	1	..	2	1	1	9
2. Drowning	6	2	....	6	1	1	5	3	....	....	1	..	..	..	2	1	1	..	..	1	..	..	1	1	..	..	..	..	..	..	..	..	..	..	3	1	2	2	..	..	8
3. Explosion	1	....	....	1	....	....	1	....	....	....	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	1
4. Railways	6	....	....	3	....	3	3	2	1	....	..	..	..	..	..	..	1	1	..	..	..	..	..	1	2	..	1	..	..	..	..	1	..	..	1	1	1	1	..	..	6
5. Burns and Scalds	3	3	....	5	1	....	5	1	....	1	..	2	..	1	..	..	..	..	..	..	..	..	..	1	..	..	1	..	..	1	..	2	..	..	..	1	1	..	..	..	6
6. Other accidents	18	2	....	12	8	....	11	9	....	....	1	..	..	1	..	2	1	2	..	3	..	3	2	2	1	..	..	..	..	2	4	3	2	..	2	2	1	2	1	1	20
7. Asphyxiation	3	1	....	3	1	....	2	2	....	....	1	..	..	..	..	..	..	..	..	1	2	..	..	..	..	..	..	..	..	..	1	..	1	..	..	..	..	..	1	..	1	4
Total	44	10	....	32	18	4	29	24	1	1	3	..	2	..	4	2	4	2	3	1	4	2	9	5	5	3	4	..	1	3	8	6	5	4	4	7	5	6	2	3	54
XIV. ILL-DEFINED CAUSES.																																								
1. Dropsy	1	1	....	....	2	....	....	2	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	1	..	..	1	..	..	..	1	..	..	..	..	..	..	..	2
2. Tumors	....	4	....	3	1	....	2	2	....	1	..	..	..	..	..	..	..	1	1	..	..	..	..	..	..	1	..	..	..	..	..	1	..	..	..	1	1	..	..	1	4
3. Other Ill-defined Causes	9	8	....	15	2	....	13	4	....	....	..	..	1	..	..	1	..	2	2	2	..	1	2	4	2	..	..	..	3	..	1	2	1	1	2	2	2	2	1	..	17
4. Heart Failure	14	17	....	23	8	....	9	21	1	....	..	..	..	..	..	1	..	1	..	..	2	3	..	10	8	4	2	..	2	2	3	..	6	1	7	1	2	3	2	2	31
Total	24	30	....	41	13	....	24	29	1	1	..	..	1	..	..	2	..	3	3	3	2	4	2	14	11	6	2	..	6	2	4	3	7	8	9	4	5	5	3	3	54
Total from all causes	702	550	.	918	318	16	667	562	23	331	37	16	13	5	33	24	31	61	31	36	37	38	45	97	118	166	130	3	103	93	92	103	97	88	112	114	121	130	105	94	1252

CAUSES OF DEATHS BY COUNTIES IN 1906.—STORMONT, DUNDAS AND GLENGARRY.—(Including municipalities of all classes.)

General Diseases.	Sex.			Nativity.			Social Con.			Ages.																					Months.												Totals.
										Under 5.																																	
Number of Column.	Male.	Female.	Not stated.	Canada.	Foreign.	Not stated.	Single.	Married.	Not stated.	0.1	1.	2.	3.	4.	5–9.	10–14.	15–19.	20–24.	25–29.	30–34.	35–39.	40–44.	45–49.	50–59.	60–69.	70–79.	80 and over.	Not given.	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41
I. COMMUNICABLE (EPIDEMIC) DISEASES.																																									
1. Typhoid Fever	8	5	....	11	2	....	7	6	....	....	..	..	..	..	..	..	4	1	2	2	1	..	2	1	..	..	..	..	1	..	1	..	..	2	1	..	2	1	3	2	13
2. Measles	5	3	....	7	1	....	8	....	....	2	3	..	..	1	..	..	1	..	..	1	..	..	..	..	..	..	..	..	..	2	2	1	2	..	1	..	..	..	..	..	..	8
3. Whooping Cough	8	10	....	18	....	....	18	....	....	14	2	..	..	1	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	3	2	2	1	2	1	3	1	1	1	1	18
4. Diphtheria and Croup	2	4	....	6	....	....	6	....	....	....	..	1	..	2	3	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2	..	1	1	..	..	..	..	..	..	..	2	6
5. Influenza	3	4	....	5	2	....	....	7	....	....	..	..	..	..	..	..	..	..	..	..	..	1	..	1	..	2	3	..	..	..	1	3	1	1	..	..	..	..	..	1	..	7
Total	26	26	....	47	5	....	39	13	....	16	5	1	..	4	4	..	5	1	3	2	1	1	2	2	..	2	3	..	5	6	8	6	2	5	2	3	3	2	5	5	52
II. OTHER GENERAL DISEASES.																																									
1. Pyæmia and Septicæmia	5	6	....	8	3	....	3	8	....	1	..	..	..	..	..	..	1	..	1	2	1	1	1	..	..	1	1	1	..	2	1	1	..	..	..	1	2	1	..	1	2	11
2. Tuberculosis and Scrofula	40	45	....	80	5	....	39	46	....	4	2	..	1	..	5	1	6	13	15	10	9	5	3	5	3	3	..	..	10	4	12	8	8	8	8	4	3	8	3	9	85
3. Anæmia	3	4	....	5	2	....	1	5	1	....	..	..	..	..	..	..	..	1	..	..	..	..	..	..	6	..	..	..	..	..	2	1	1	1	..	..	1	..	1	..	..	7
4. Cancer	20	26	....	34	9	3	8	37	1	....	..	..	..	..	..	..	1	..	..	..	..	1	3	4	9	16	8	4	..	3	2	3	3	3	2	6	3	2	9	7	3	46
5. Rheumatism and Gout	2	1	....	3	....	....	2	1	....	....	..	..	..	..	..	..	1	1	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	1	1	..	..	1	..	..	..	3
6. Diabetes	3	1	....	3	1	....	1	3	....	....	..	..	..	..	..	..	1	..	..	1	..	..	..	..	..	1	1	..	..	1	..	..	..	1	1	..	..	1	..	..	..	4
7. Other General Diseases	....	1	....	1	....	....	1	....	....	....	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	1
Total	73	84	....	134	20	3	55	100	2	5	2	..	1	..	5	5	8	15	17	12	11	9	7	20	20	14	6	..	15	10	17	12	15	12	15	10	8	18	11	14	157
Local Diseases.																																									
III. NERVOUS SYSTEM.																																									
1. Encephalitis	4	3	....	7	....	....	7	....	....	2	1	..	..	..	3	..	1	..	..	..	..	..	..	..	..	..	..	..	..	1	..	2	..	2	..	1	1	..	..	..	7
2. Meningitis	4	3	....	7	....	....	5	2	....	1	1	1	..	..	1	1	..	..	..	..	1	..	..	..	1	..	..	..	1	1	1	..	1	..	1	1	1	..	..	..	7
3. Congestion and Hemorrhage of the Brain	12	13	....	18	4	3	6	18	1	1	..	..	1	..	..	..	..	..	..	..	..	1	..	1	1	7	9	4	..	1	3	2	2	..	4	..	4	1	4	1	3	25
4. Softening of the Brain	1	1	....	2	....	....	2	....	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2	..	..	..	..	..	..	..	..	..	..	1	..	..	1	..	..	2
5. Paralysis without specified cause	13	19	....	28	4	....	4	28	....	....	..	..	..	..	..	..	..	..	..	..	..	1	1	4	2	9	8	6	1	4	..	5	6	3	5	1	4	2	2	..	..	32
6. Insanity	1	....	....	1	....	....	1	....	....	....	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	1
7. Epilepsy	6	1	....	7	....	....	5	2	....	....	..	..	..	..	1	1	..	1	..	1	..	..	..	..	1	..	1	1	..	..	..	1	..	..	2	2	..	..	1	1	..	7
8. Convulsions (not puerperal)	4	5	....	8	1	....	8	1	....	3	2	1	1	..	..	..	1	..	..	..	1	..	..	..	..	..	..	..	..	1	..	2	1	2	..	1	1	1	..	..	9
9. Tetanus	....	1	....	1	....	....	1	....	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	1
10. Other Nervous Diseases	2	2	....	4	....	....	3	1	....	....	..	2	..	..	1	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	2	..	..	..	..	1	..	..	1	..	..	4
Total	47	48	....	83	9	3	40	54	1	7	4	4	2	..	6	2	2	2	..	2	2	2	5	5	19	19	11	1	6	8	9	12	6	15	6	12	6	10	2	3	95
IV. CIRCULATORY SYSTEM.																																									
1. Organic Heart Diseaess	13	21	....	32	1	1	9	24	1	....	..	..	..	..	1	1	3	..	1	..	..	..	2	4	9	10	3	..	2	3	1	3	2	8	4	5	2	8	1	5	84
2. Dis. of the Arteries, Atheroma, Aneurism, etc	2	2	....	4	....	....	....	4	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	3	..	..	1	..	..	..	..	1	1	..	..	..	..	..	1	4
3. Other Diseases of the Circulatory System	1	3	....	4	....	....	2	2	....	....	..	..	..	..	..	..	..	..	1	..	..	..	..	3	..	..	..	..	..	1	..	..	1	..	..	1	..	..	1	..	..	4
Total	16	26	....	40	1	1	11	30	1	....	..	..	..	..	1	1	3	..	1	1	..	..	2	7	10	13	3	..	4	3	1	4	2	4	6	5	3	3	1	6	42

STORMONT, DUNDAS AND GLENGARRY.—*Continued.*

Number of Column.	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41
V. RESPIRATORY SYSTEM.																																									
1. Acute Bronchitis	2	2	...	3	1	....	2	2	....	2	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	1	..	..	..	1	..	..	..	..	..	..	..	3	..	..	4
2. Chronic Bronchitis	4	1	....	4	1	....	2	3	....	1	..	..	..	..	1	..	..	..	..	..	..	..	..	1	..	2	..	..	2	..	..	..	..	..	..	1	1	..	..	1	5
3. Broncho-pneumonia	2	5	....	7	....	....	7	....	....	3	3	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	1	1	2	..	..	..	1	..	1	..	7
4. Pneumonia	42	35	....	68	9	....	35	41	1	11	3	3	1	1	4	..	2	4	3	1	7	..	5	5	8	13	6	..	6	7	14	8	8	2	3	6	2	5	10	6	77
5. Congestion of the Lungs (including pulmonary apoplexy)	1	3	....	4	....	...	1	3	....	....	..	..	..	..	1	..	..	..	..	..	1	..	..	..	..	..	2	..	1	1	2	..	..	..	..	..	..	..	..	..	4
6. Asthma and Emphysema	....	1	....	1	....	....	....	1	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	1
7. Other Diseases of the Respiratory System	1	....	....	1	....	....	1	....	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	1
Total	52	47	....	88	11	....	48	50	1	17	6	3	2	2	5	..	2	4	3	1	8	..	5	5	10	14	12	..	12	8	18	9	10	2	3	7	4	8	11	7	99
VI. DIGESTIVE SYSTEM.																																									
1. Ulcer of the Stomach	....	1	....	1	....	....	....	1	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	1
2. Other Dis's of the Stomach (cancer excepted)	5	5	....	9	1	....	3	6	1	1	1	..	..	..	..	..	..	..	..	..	..	..	..	2	3	2	1	..	..	1	..	1	2	1	2	1	2	..	..	..	10
3. Infan. Diarr. and Cholera Infantum	17	19	....	36	....	....	36	....	....	35	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	7	19	7	2	..	..	36
4. Diarrhœa and Enteritis (not Infantile)	6	....	....	6	....	....	1	5	....	....	..	..	..	1	..	..	..	..	..	..	..	..	..	..	2	2	1	..	1	..	..	..	..	..	1	..	..	2	..	2	6
5. Dysentery	1	....	....	....	1	....	....	1	....	....	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	1
6. Hernia and Intestinal obstructions	5	4	....	9	....	....	5	4	....	....	1	1	..	..	1	..	..	1	..	..	..	..	..	3	..	1	1	..	2	1	..	2	1	1	..	..	..	1	..	1	9
7. Other Diseases of the Intestines	4	2	....	5	1	....	3	3	....	1	..	..	..	1	..	..	..	..	1	1	1	..	..	..	1	..	..	..	1	..	..	..	..	..	..	..	2	..	..	..	6
8. Diseases of the Liver	2	3	....	5	....	....	....	5	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	1	2	2	..	..	..	1	..	..	..	..	1	..	..	1	..	2	5
9. Peritonitis (not puerperal)	4	3	....	7	....	....	6	1	....	1	..	..	1	1	..	1	2	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	1	1	1	1	1	..	1	1	7
10. Iliac Abscess and Appendicitis	9	5	....	12	2	....	7	7	....	....	..	..	..	..	..	5	..	2	1	2	..	..	3	..	..	1	..	..	3	..	..	..	1	..	2	1	..	..	2	5	14
Total	53	42	....	90	5	....	61	33	1	38	3	1	1	3	1	6	2	3	2	3	1	..	5	6	8	9	3	..	8	3	2	4	5	4	14	23	12	6	3	11	95
VII. GENITO-URINARY SYSTEM.																																									
1. Bright's Disease	17	5	....	20	2	....	6	15	1	....	..	..	..	..	..	1	..	1	.	..	..	1	..	1	15	1	2	..	1	2	2	..	..	2	4	3	5	1	1	1	22
2. Other Diseases of the Kidneys and Adnexa	5	1	....	5	1	....	....	6	....	....	..	..	..	..	..	..	..	..	..	1	1	..	..	..	1	2	1	..	..	..	1	..	..	1	..	1	..	2	..	1	6
3. Diseases of the Bladder	1	....	....	1	....	....	....	1	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	1
4. Other Diseases of the Uterus	1	....	....	1	....	....	....	1	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	1
5. Other Diseases of the Female Genital Organs	....	1	....	1	....	....	1	....	....	....	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	1
Total	24	7	....	28	3	....	7	23	1	....	..	..	..	..	..	1	..	2	..	1	1	1	..	1	17	4	3	..	1	2	3	..	..	5	4	4	5	3	2	2	31
VIII. PUERPERAL DISEASES.																																									
1. Puerperal Septicæmia	....	2	....	2	....	....	....	2	....	....	..	..	..	..	..	..	..	..	..	..	1	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	1	2
2. Puerperal Albuminuria and Convulsions	....	2	....	2	....	....	....	2	....	....	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	1	..	..	1	..	..	..	..	1	..	..	..	..	..	2
Total	....	4	....	4	....	....	....	4	....	....	..	..	..	..	..	..	..	1	..	..	1	1	..	..	..	..	1	..	..	1	..	..	..	..	1	..	..	..	1	1	4
IX. THE SKIN.																																									
1. Erysipelas	....	1	....	1	....	....	....	1	....	....	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	1
2. Other Dis's of Skin and Adnexa (cancer ex.)	5	3	....	6	2	....	2	5	1	....	..	..	..	..	..	..	..	1	..	..	..	1	1	1	2	2	..	..	1	1	1	..	..	1	1	1	..	..	1	1	8
Total	5	4	....	7	2	....	2	6	1	....	..	..	..	..	..	..	..	1	1	..	..	1	1	1	2	2	..	..	1	1	1	..	..	1	1	1	..	..	1	1	9
X. LOCOMOTOR SYSTEM.																																									
1. Diseases of the Bones and Joints	....	1	....	1	....	....	1	....	....	....	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	1
Total	....	1	....	1	....	....	1	....	....	....	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	1

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THUNDER BAY.—*Concluded.*

Number of Column.	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41
II. OTHER GENERAL DISEASES.																																									
1. Pyæmia and Septicæmia	....	2	....	1	1	....	....	2	....	....	..	..	..	..	..	..	..	..	1	1	..	..	..	..	..	..	..	..	..	..	1	1	..	..	..	..	..	..	..	..	2
2. Tuberculosis and Scrofula	16	18	....	21	12	1	21	13	...	3	3	..	..	..	..	..	7	6	3	2	3	3	2	1	..	1	..	..	3	1	4	2	5	2	1	2	4	4	..	6	34
3. Anæmia	1	2	....	2	1	....	....	2	1	....	..	..	..	..	..	..	..	..	..	2	..	..	1	..	..	..	..	..	..	1	1	..	..	..	..	1	..	..	..	..	3
4. Cancer	....	1	....	....	1	....	....	1	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	1
5. Alcoholism, Acute and Chronic	5	1	....	...	3	3	4	2	....	....	..	..	..	..	..	..	..	1	1	..	3	..	1	..	..	..	..	..	..	..	..	2	1	..	..	1	1	1	..	..	6
Total	22	24	....	24	18	4	25	20	1	3	3	..	..	..	..	..	7	7	5	5	6	3	4	1	1	1	..	..	3	2	5	5	7	2	1	4	6	5	..	6	46
Local Diseases.																																									
III. NERVOUS SYSTEM.																																									
1. Encephalitis	1	....	....	1	....	....	1	....	....	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	1
2. Meningitis	4	1	....	5	....	....	5	....	....	....	4	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	2	1	1	1	..	..	5
3. Congestion and Hemorrhage of the Brain	1	3	....	2	2	....	....	3	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	3	1	..	..	..	..	1	1	..	..	..	..	..	1	1	..	..	4
4. Paralysis without specified cause	1	1	....	....	2	....	....	2	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	1	..	..	2	..	..	..	..	..	..	..	..	..	..	..	2
5. Epilepsy	....	1	....	1	....	....	1	....	....	....	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	1
6. Convulsions (not puerperal)	3	7	....	9	1	....	10	....	....	6	1	3	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2	..	1	2	..	2	..	2	..	1	13
7. Other Nervous Diseases	4	....	...	3	1	....	2	2	....	....	..	..	..	..	..	..	1	..	..	2	..	..	1	..	..	..	..	..	..	1	..	2	1	..	..	..	..	..	..	..	4
Total	14	13	....	21	6	....	19	8	....	7	5	3	..	..	..	..	2	..	..	2	1	..	1	4	1	1	..	..	2	1	4	..	3	3	2	3	2	4	2	1	27
IV. CIRCULATORY SYSTEM.																																									
1. Organic Heart Diseases	2	9	....	7	3	1	2	9	....	....	..	..	..	..	..	1	1	1	2	..	..	..	2	2	1	1	..	..	2	2	1	..	1	1	..	..	1	1	1	1	11
2. Other Diseases of the Circulatory	....	2	....	1	....	1	....	2	....	....	..	..	..	..	..	..	..	..	1	..	..	1	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	1	..	..	2
Total	2	11	....	8	3	2	2	11	....	....	..	..	..	..	..	1	1	1	3	..	..	1	2	2	1	1	..	..	2	2	1	..	2	1	..	..	1	2	1	1	13
V. RESPIRATORY SYSTEM.																																									
1. Acute Bronchitis	1	2	....	3	....	....	3	....	....	1	2	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	1	..	1	..	..	..	3
2. Broncho-pneumonia	1	3	...	1	....	....	4	....	....	3	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	1	..	..	..	..	..	2	..	..	4
3. Pneumonia	33	13	....	31	13	2	31	15	....	5	2	..	1	..	3	3	..	11	5	5	3	2	..	4	1	1	..	..	8	..	7	3	6	6	..	3	3	4	1	5	46
4. Congestion of the Lungs (incl. pul. apoplexy)	1	....	....	....	....	1	....	1	....	....	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	1
Total	36	18	....	38	13	3	38	16	....	9	4	..	2	..	3	3	..	11	5	5	3	3	..	4	1	1	..	..	8	..	8	5	6	6	1	3	4	7	1	5	51
VI. DIGESTIVE SYSTEM.																																									
1. Ulcer of the Stomach	1	....	....	....	1	....	1	....	....	....	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	1
2. Other Diseases of Stomach (cancer excepted)	1	....	....	....	1	....	1	....	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	1
3. Infantile Diarrhœa and Cholera Infantum	44	36	....	80	....	....	80	....	....	79	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	3	..	..	..	2	1	4	39	24	6	..	1	80
4. Diarrhœa and Enteritis (not infantile)	1	1	....	1	1	....	1	1	...	....	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	1	..	..	..	..	..	..	1	2
5. Hernia and Intestinal obstructions	....	2	....	1	1	...	1	1	....	1	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	1	2
6. Diseases of the Liver	3	....	....	2	1	....	1	2	....	....	..	..	..	..	..	1	..	..	..	..	..	..	..	1	1	..	..	..	..	..	1	1	1	..	..	..	..	..	..	..	3
7. Peritonitis (not Puerperal)	5	...	....	4	1	....	3	2	..	....	..	1	..	..	..	1	..	1	..	1	..	..	1	..	..	..	..	..	1	..	..	..	..	1	..	1	..	1	..	1	5
8. Iliac Abscess and Appendicitis	1	1	....	1	1	....	1	1	....	....	..	..	..	..	1	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	1	..	..	2
Total	56	40	....	89	7	....	89	7	....	80	1	1	..	..	1	3	..	1	..	2	1	..	2	2	1	..	1	..	4	..	1	1	3	5	5	41	24	8	..	4	96

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CAUSES OF DEATHS BY COUNTIES, IN 1906.—VICTORIA.—(Including municipalities of all classes).

General Diseases.	Sex.			Nativity.			Social Con.			Ages.																						Months.												Total.
	Male.	Female.	Not stated.	Canada.	Foreign.	Not stated.	Single.	Married.	Not stated.	Under 5.					5-9.	10-14.	15-19.	20-24.	25-29.	30-34.	35-39.	40-44.	45-49.	50-59.	60-69.	70-79.	80 and over.	Not given.	Jan.	Feb.	March.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.	
										0.1.	1.	2.	3.	4.																													
Number of Column.	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41
I. COMMUNICABLE (EPIDEMIC) DISEASES.																																									
1. Typhoid Fever	2	3	....	5	....	....	5	....	....	....	....	....	....	1	..	1	..	2	1	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	1	1	..	..	2	..	5
2. Scarlet Fever	....	2	....	2	....	....	2	....	....	....	1	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	1	..	..	..	..	..	..	..	2	1	3
3. Whooping Cough	2	1	....	3	....	....	3	....	....	3	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2	1	3
4. Diphtheria and Croup	3	....	....	3	....	....	3	....	....	....	..	..	..	..	2	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2	..	..	..	2
5. Other Epidemic Diseases	2	....	....	2	....	....	2	....	....	....	1	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Total	9	6	....	15	....	....	15	....	....	3	2	1	1	3	1	1	..	2	1	..	..	..	..	..	..	..	..	..	1	..	1	..	1	..	1	1	2	..	6	2	15
II. OTHER GENERAL DISEASES.																																									
1. Pyæmia and Septicæmia	1	1	....	1	1	....	1	1	....	....	..	..	..	..	..	..	..	1	1	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	1	..	..	..	..	..	2
2. Tuberculosis and Scrofula	6	17	....	21	2	....	12	11	....	2	..	..	..	..	..	1	1	7	2	2	2	1	1	1	1	2	..	..	1	3	2	..	3	1	..	1	5	2	1	4	23
3. Anæmia	....	3	....	2	1	....	....	3	....	....	..	..	..	..	..	..	..	..	2	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	2	..	..	..	..	1	..	3
4. Syphilis	1	....	....	1	....	....	1	....	....	1	..	..	..	..	..	..	..	..	..	..	..	1	2	5	7	4	2	..	1	1	..	1	7	2	..	4	4	..	1	..	21
5. Cancer	12	9	....	13	8	....	4	17	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	3	..	..	..	1	..	..	..	3	..	..	..	..	..	..	..	4
6. Diabetes	....	4	....	2	2	....	1	3	....	....	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	1	..	3
7. Other General Diseases	2	1	....	3	....	....	2	1	....	....	1	..	..	..	..	..	..	..	..	1	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	1	..	1	1	3
Total	22	35	....	43	14	....	21	36	....	3	1	..	..	..	..	2	1	8	3	5	2	2	3	7	11	7	2	..	3	4	2	1	14	3	3	6	9	2	4	6	57
Local Diseases.																																									
III. DISEASES OF NERVOUS SYSTEM.																																									
1. Encephalitis	3	1	....	3	1	....	2	2	....	3	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	3	1	..	..	..	..	..	..	4
2. Meningitis	1	2	....	3	....	....	3	....	....	2	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	1	..	..	..	..	..	3
3. Congestion and Hemorrhage of Brain	3	4	....	4	3	....	1	6	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	1	2	3	1	..	..	..	1	1	..	1	1	..	2	1	..	..	7
4. Softening of the Brain	....	1	....	....	1	....	....	1	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	1
5. Paralysis without specified cause	5	7	....	4	8	....	2	10	....	....	..	..	..	..	..	..	..	..	..	..	2	..	..	1	7	2	..	..	1	3	..	2	..	1	..	..	2	2	1	..	12
6. Epilepsy	3	....	....	3	....	....	2	1	....	....	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	2	..	1	..	..	..	..	..	3
7. Other Nervous Diseases	5	6		11	....	....	3	8	....	....	..	..	..	..	..	1	..	..	1	3	..	..	..	4	2	..	..	..	..	..	..	..	1	..	3	1	2	4	..	..	11
Total	20	21	....	28	13	....	13	28	....	5	..	..	..	..	..	2	..	2	1	5	..	..	..	7	6	10	3	..	2	3	1	3	6	3	5	2	8	7	1	..	41

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VICTORIA—*Concluded.*

Number of Column.	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41
XIII. ACCIDENTS.																																									
1. Fractures and Dislocations	1	..	..	..	1	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	1	1
2. Gunshot	1	..	..	1	..	..	1	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	1
3. Lightning	1	..	..	..	1	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	1
4. Drowning	5	..	..	4	1	..	4	1	..	..	..	1	..	..	..	..	1	..	..	..	..	..	2	..	1	..	..	..	..	..	..	..	..	2	..	..	2	1	..	..	5
5. Railways	2	..	..	1	1	..	..	2	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	1	..	..	..	..	..	1	..	..	1	..	..	..	..	..	..	..	2
6. Burns and Scalds	1	..	..	1	..	..	1	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	1
7. Homicide	1	1	..	2	..	..	2	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2	..	..	..	..	..	..	..	..	1	..	..	1	..	..	..	..	..	2
8. Other Accidents	3	3	..	5	1	..	3	3	..	..	..	..	..	..	1	..	..	2	1	..	..	..	..	..	2	..	..	..	1	..	..	..	..	..	..	..	..	1	1	3	6
Total	15	4	..	14	5	..	11	8	..	..	..	1	..	..	..	1	2	1	3	1	..	..	4	1	4	..	1	..	1	1	..	1	2	3	1	..	3	2	1	4	19
XIV. ILL-DEFINED CAUSES.																																								
1. Dropsy	2	5	..	2	5	..	1	6	..	..	..	..	..	..	..	..	..	..	..	..	..	2	..	..	..	4	1	..	1	..	..	..	..	..	3	1	2	..	..	..	7
2. Other Ill-defined Causes	1	..	..	1	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	1	..	..	..	..	..	1
3. Heart Failure	8	5	..	7	6	..	..	12	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	3	1	7	2	..	1	..	1	1	1	..	4	3	2	..	..	..	13
Total	11	10	..	9	12	..	1	18	2	..	..	..	..	..	..	..	..	..	..	..	..	2	..	3	1	11	3	1	2	..	1	1	1	..	8	4	4	..	..	..	21
Total from all causes	197	175	..	269	103	...	172	197	3	97	5	2	1	3	2	6	7	15	13	9	15	11	9	27	43	55	51	1	26	25	20	33	51	22	42	35	43	30	21	24	372

CAUSES OF DEATHS BY COUNTIES IN 1906.—WATERLOO.—(Including municipalities of all classes.)

General Diseases.	Sex.			Nativity.			Social Con.			Ages.																			Months.												Totals.
										Under 5.					5-9.	10-14.	15-19.	20-24.	25-29.	30-34.	35-39.	40-44.	45-49.	50-59.	60-69.	70-79.	80 and over.	Not given.													
Number of column.	Male.	Female.	Not stated.	Canada.	Foreign.	Not stated.	Single.	Married.	Not stated.	0.1	1.	2.	3.	4.															January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41
I. COMMUNICABLE (EPIDEMIC) DISEASES.																																									
1. Typhoid Fever	8	11	..	17	2	..	9	10	..	..	1	..	1	..	..	..	6	2	..	2	1	..	2	1	3	..	..	..	1	..	1	2	..	3	1	2	2	3	4	..	19
2. Measles	..	1	..	1	..	..	1	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	1
3. Scarlet Fever	1	1	..	1	1	..	2	..	..	..	..	..	..	..	2	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	1	..	..	..	..	..	..	..	..	..	2
4. Whooping Cough	2	2	..	4	..	..	4	..	..	..	3	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	1	2	..	..	4
5. Diphtheria and Croup	8	15	..	22	1	..	22	1	..	1	1	2	4	1	6	4	3	..	1	..	..	..	..	..	1	..	..	..	4	5	..	..	1	1	2	..	1	2	1	6	23
6. Influenza	..	2	..	1	1	..	..	2	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	1	..	..	..	1	1	..	..	..	..	..	..	..	..	2
7. Other Epidemic Diseases	2	..	..	1	1	..	..	2	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2	..	..	..	..	..	..	..	..	..	..	..	2	..	..	..	..	2
Total	21	32	..	47	6	..	38	15	..	1	6	3	5	1	8	4	9	2	1	2	1	..	2	2	5	..	1	..	5	6	3	3	2	4	3	3	5	6	7	6	53

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WATERLOO.—*Concluded.*

Number of column.	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41
VII. GENITO-URINARY SYSTEM.																																									
1. Bright's Disease	13	8	....	12	9	....	3	15	3	....	..	..	..	..	..	..	..	1	3	..	..	2	2	..	8	5	..	..	..	..	1	2	2	6	..	1	3	4	..	2	21
2. Other Diseases of the Kidneys and Adnexa	1	1	....	1	1	....	1	1	....	....	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	1	..	..	2
3. Diseases of the Bladder	2	2	....	..	3	1	....	4	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	1	1	1	..	..	1	..	1	..	..	..	..	..	1	..	..	4
4. Other Diseases of the Uterus	....	2	....	1	1	....	1	1	....	....	..	..	..	..	..	..	..	1	1	..	..	..	..	..	..	..	..	..	1	1	..	..	..	..	..	..	..	..	..	..	..	2
Total	16	13	....	14	14	1	5	21	3	....	..	1	..	..	..	..	..	2	4	..	..	2	2	1	9	6	2	..	1	3	1	3	3	6	..	1	3	6	..	2	29
VIII. PUERPERAL DISEASES.																																									
(No cases in this Class.)																																									
IX. THE SKIN.																																									
1. Erysipelas	1	3	....	3	1	....	2	2	....	1	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	1	1	..	1	..	..	..	..	1	..	..	1	..	..	1	4
Total	1	3	....	3	1	....	2	2	....	1	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	1	1	..	1	..	..	..	..	1	..	..	1	..	..	1	4
X. LOCOMOTOR SYSTEM.																																									
1. Diseases of Bones and Joints	1	1	....	2	....	....	1	1	....	....	..	..	..	..	1	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	1	..	..	..	..	1	..	..	..	..	2
Total	1	1	....	2	....	....	1	1	....	....	..	..	..	..	1	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	1	..	..	..	..	1	..	..	..	..	2
XI. MALFORMATIONS, ETC.																																									
1. Still-Births	11	10	....	21	....	....	21	....	....	21	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	3	3	3	..	..	2	.	3	1	2	2	2	21
2. Congenital Debility and Malformations	45	37	....	82	....	....	82	....	....	82	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	7	10	5	7	6	7	8	11	6	4	5	6	82
3. Other Diseases of Infancy	5	....	....	5	....	....	5	....	....	5	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2	..	..	..	2	..	..	1	5
4. Senile Decay	33	25	....	5	53	....	6	49	3	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	14	14	..	2	5	5	1	3	9	4	5	6	6	5	7	58
Total	94	72	....	113	53	....	114	49	3	108	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	14	14	..	12	18	13	8	11	18	12	19	15	12	12	16	166
XII. SUICIDE.																																									
1. Strangulation	1	....	....	1	....	....	....	1	....	....	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	1
2. Firearms	1	....	....	....	1	....	....	1	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	1	..	..	..	..	..	..	..	1
Total	2	....	....	1	1	....	....	2	....	....	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	1	..	..	..	..	..	1	..	1	..	..	..	..	..	..	2
XIII. ACCIDENTS.																																									
1. Fractures and Dislocations	3	2	....	3	2	....	2	3	...	1	..	..	..	..	..	..	..	..	1	..	..	1	..	..	..	..	2	..	2	..	..	..	1	..	..	1	..	..	1	..	5
2. Drowning	2	2	....	4	....	....	4	....	....	....	..	..	1	1	..	1	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	1	1	1	..	..	..	..	4
3. Electric Cars	1	....	....	1	....	....	....	1	....	....	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	1
4. Railways	7	1	...	2	4	2	1	5	2	....	..	..	..	..	..	..	..	..	1	..	..	2	2	..	..	2	..	1	..	..	..	..	1	3	2	1	..	..	..	1	8
5. Burns and Scalds	2	2	....	1	2	1	4	....	....	2	..	..	1	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	1	..	1	4
6. Other Accidents	1	3	..	3	1	....	3	1	....	....	..	..	..	1	..	..	..	..	1	..	..	1	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	2	2	..	4
Total	16	10	....	14	9	3	14	10	2	3	..	..	2	2	..	1	1	..	3	1	1	3	3	..	..	3	2	1	2	..	..	2	2	4	3	4	1	3	3	2	26
XIV. ILL-DEFINED CAUSES.																																									
1. Dropsy	3	6	....	2	6	1	....	7	2	....	..	..	..	..	..	..	..	..	1	..	..	1	..	1	1	3	2	..	..	1	2	..	2	1	..	..	1	..	1	1	9
2. Other Ill-defined Causes	1	....	....	....	....	1	....	....	1	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	1
3. Heart Failure	13	14	....	12	15	....	5	22	....	....	1	..	..	..	..	..	1	1	..	1	2	1	..	3	4	9	4	..	2	3	3	2	4	5	5	..	1	1	1	27
Total	17	20	....	14	21	2	5	29	3	....	1	..	..	..	..	..	1	1	1	1	2	2	..	4	6	12	6	..	2	4	5	2	6	6	5	..	1	2	2	2	37
Total from all causes	348	334	....	462	210	10	325	333	24	168	24	8	9	6	15	12	26	17	22	18	13	19	19	53	72	96	81	4	53	56	65	41	62	61	45	51	64	75	48	61	682

CAUSES OF DEATHS BY COUNTIES IN 1906.—WELLAND.—(Including municipalities of all classes).

General Diseases.	Sex.			Nativity.			Social Con.			Ages.																						Months.												Total.
										Under 5.																																			
	Male.	Female.	Not stated.	Canadian.	Foreign.	Not stated.	Single.	Married.	Not stated.	0.1	1.	2.	3.	4.	5-9.	10-14.	15-19.	20-24.	25-29.	30-34.	35-39.	40-44.	45-49.	50-59.	60-69.	70-79.	80 and over.	Not given.	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	
Number of Column.	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41
I. COMMUNICABLE (EPIDEMIC) DISEASES.																																										
1. Typhoid Fever	5	5	....	10	....	....	5	5	....	....	..	..	..	..	1	..	2	2	2	..	1	..	..	1	1	..	..	..	1	2	1	..	1	..	..	..	1	2	2	..	10
2. Scarlet Fever	....	1	....	1	....	....	1	....	....	....	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	1
3. Whooping Cough	3	1	....	3	1	....	4	....	....	4	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2	1	..	..	..	..	..	..	..	..	1	4
4. Diphtheria and Croup	....	2	....	1	1	....	2	....	....	2	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	1	..	..	..	..	..	2
5. Other Epidemic Diseases	....	2	....	1	1	....	1	1	....	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	2	..	..	..	..	2
Total	8	11	....	16	3	....	13	6	....	7	..	..	..	..	2	..	2	2	2	..	1	..	..	1	1	1	..	..	2	4	2	..	2	..	1	2	1	2	2	1	19
II. OTHER GENERAL DISEASES.																																										
1. Pyæmia and Septicæmia	2	1	....	3	....	....	1	1	1	....	..	..	..	..	..	..	..	..	2	..	..	..	1	..	..	..	..	..	..	..	..	1	..	..	1	1	..	..	..	..	..	3
2. Tuberculosis and Scrofula	23	11	....	23	11	....	12	20	2	1	..	..	..	..	..	..	3	3	2	3	8	4	2	2	1	..	2	..	2	2	3	2	5	3	4	4	3	1	4	1	34
3. Anæmia	3	2	....	4	1	....	1	4	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	3	1	1	..	..	1	..	1	..	..	1	..	..	..	..	2	..	5
4. Cancer	9	11	....	13	7	....	2	18	....	....	..	..	..	..	..	..	..	..	..	..	1	2	1	2	8	5	1	..	2	2	2	2	..	2	1	..	2	1	2	1	20
5. Rheumatism and Gout	1	1	....	1	1	....	1	1	....	....	..	..	..	1	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	1	1	..	..	..	..	..	2
6. Diabetes	4	1	....	3	2	....	1	4	....	....	..	..	..	..	1	..	..	..	..	..	..	..	..	1	3	..	..	..	1	1	..	..	..	..	2	..	..	..	1	..	5
7. Alcoholism, Acute and Chronic	2	....	....	1	1	....	....	2	....	....	..	..	..	..	..	..	..	..	..	..	..	1	1	..	..	..	..	..	1	..	..	1	..	..	..	..	..	..	..	..	2
Total	44	27	....	48	23	....	18	50	3	1	..	.	1	..	..	1	3	3	4	3	9	7	5	8	16	7	3	..	7	5	7	5	6	8	11	4	5	2	9	2	71
Local Diseases.																																										
III. NERVOUS SYSTEM.																																										
1. Encephalitis	....	1	....	1	....	....	1	....	....	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	1	..	..	..	1
2. Meningitis	4	4	....	5	3	....	7	1	....	2	2	1	..	1	..	..	..	..	..	..	..	..	..	1	..	1	..	..	..	..	1	2	2	1	..	..	2	..	..	..	8
3. Congestion and Hemorrhage of the Brain	7	4	....	7	3	1	2	9	....	....	..	..	..	..	..	..	..	..	1	..	..	..	..	1	4	2	3	..	..	1	3	2	..	1	1	2	..	..	1	..	11
4. Paralysis without specified cause	7	13	....	15	5	....	3	17	....	....	..	..	..	..	..	..	..	..	1	1	..	1	..	3	4	8	2	..	2	2	2	3	3	1	..	3	..	1	2	1	20
5. Convulsions (not puerperal)	3	4	....	7	....	....	6	1	....	5	1	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	1	..	..	3	1	..	..	1	1	..	..	7
6. Tetanus	1	....	....	....	1	....	....	....	1	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	1	..	..	..	1
7. Other Nervous Diseases	1	....	....	1	....	....	1	....	....	....	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	1
Total	23	26	....	36	12	1	20	28	1	8	3	1	..	1	1	..	..	..	1	2	..	1	..	5	9	12	5	..	2	4	6	7	9	4	1	5	5	2	3	1	49

WELLAND.—*Continued.*

Number of Column.	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41
IV. CIRCULATORY SYSTEM.																																									
1. Endocarditis	..	1	....	1	....	....	....	1	..	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	1
2. Organic heart diseases	10	17	....	19	8	....	7	20	....	1	1	..	..	1	1	..	1	..	1	..	..	..	3	10	7	1	..	..	3	2	1	4	4	3	2	1	1	1	4	1	27
Total	10	18	....	20	8	....	7	21	....	1	1	..	..	1	1	..	1	..	1	..	..	..	3	10	8	1	..	..	3	2	1	1	5	3	2	1	1	1	4	1	28
V. RESPIRATORY SYSTEM.																																								
1. Acute Bronchitis	4	6	....	8	2	....	7	3	....	6	..	1	..	..	..	..	..	..	..	..	..	..	..	1	..	2	..	..	3	2	1	..	2	..	..	..	..	..	..	2	10
2. Chronic Bronchitis	1	1	....	....	2	....	....	2	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2	..	..	..	..	1	..	1	..	..	..	..	..	..	..	2
3. Broncho-pneumonia	1	3	....	3	1	....	3	1	....	1	..	1	..	..	..	..	..	..	..	..	..	..	..	..	1	1	..	..	1	..	..	2	..	..	..	..	..	..	..	1	4
4. Pneumonia	16	13	....	22	7	....	17	12	....	6	3	2	..	1	2	..	1	1	..	..	2	1	..	1	1	2	3	..	3	3	4	5	6	2	1	1	1	1	..	2	29
5. Pleurisy	....	1	....	....	1	....	....	1	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	1
6. Congestion of the Lungs (inc. pul. apop.)	1	3	....	2	2	....	3	1	....	1	..	..	..	..	..	..	..	..	1	..	..	1	..	..	..	1	..	..	..	..	..	..	..	..	..	..	3	..	..	1	4
7 Asthma and Emphysema	1	....	....	....	....	1	....	1	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	1
8. Other Diseases of the Respiratory System	1	1	....	1	1	....	2	....	....	1	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	1	..	2
Total	25	28	....	36	16	1	32	21	....	15	3	4	..	1	2	..	2	1	1	..	2	2	..	1	7	5	7	..	7	5	7	7	9	2	1	2	4	1	1	7	53
VI. DIGESTIVE SYSTEM.																																								
1. Other Diseases of Stomach (Cancer excepted)	3	1	....	1	3	....	....	3	1	....	..	..	..	..	..	..	..	..	..	..	..	..	1	1	..	2	..	..	..	1	..	..	..	1	..	..	1	1	..	4
2. Infan. Diarr. and Cholera Infantum	11	10	....	21	....	....	21	....	....	21	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	2	..	1	1	3	4	6	2	1	..	21
3. Dysentery	1	....	....	....	1	....	1	....	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	1
4. Hernia and Intestinal obstructions	2	1	....	....	3	....	....	2	1	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	2	..	..	..	1	..	1	..	1	..	..	..	..	..	..	3
5. Other Diseases of the Intestines	3	2	....	2	3	....	1	4	....	1	..	..	..	..	..	..	..	..	..	..	1	1	..	..	..	..	2	..	..	2	1	..	..	1	..	..	1	..	..	..	5
6. Diseases of the Liver	2	4	....	3	2	1	1	5	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	1	1	4	..	..	1	1	..	..	1	..	2	..	..	..	..	1	6
7. Peritonitis (not puerperal)	....	2	....	2	....	....	....	2	....	....	..	..	..	..	..	..	..	..	..	1	..	..	..	..	1	..	..	..	..	1	..	..	..	..	..	..	..	..	..	1	2
8. Iliac Abscess and Appendicitis	2	2	....	4	....	....	4	....	....	....	..	..	..	..	1	3	..	..	..	..	..	..	..	..	..	..	..	..	1	1	..	..	2	..	..	..	..	..	..	..	4
Total	24	22	....	33	12	1	28	16	2	22	..	..	..	..	1	3	..	..	1	1	1	1	3	3	8	2	..	3	6	4	1	4	1	8	4	7	4	2	2	46
VII. GENITO-URINARY SYSTEM.																																								
1. Acute Nephritis	....	1	....	1	....	....	....	1	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	1	..	..	..	1
2. Bright's Disease	12	9	...	14	7	....	5	14	2	2	..	..	..	..	..	..	..	..	..	1	1	..	2	4	6	4	1	..	1	2	1	3	3	..	..	1	2	3	2	3	21
3. Diseases of the Bladder	3	....	....	1	2	....	....	3	....	....	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	1	1	..	1	1	1	..	..	..	..	..	..	..	..	..	3
Total	15	10	....	16	9	....	5	18	2	2	..	..	..	..	..	..	..	..	..	2	1	..	2	4	7	5	2	..	2	3	2	3	3	..	..	1	3	3	2	3	25
VIII. PUERPERAL DISEASES.																																								
1. Puerperal Septicæmia	....	1	....	....	1	....	....	1	....	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	1
2. Other accidents of Pregnancy (sudden death)	....	1	....	1	....	....	....	1	....	....	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	1
Total	....	2	...	1	1	....	....	2	....	....	..	..	..	..	..	..	..	..	1	..	1	..	..	..	..	..	..	..	..	..	..	..	1	1	..	..	..	..	..	..	2

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CAUSES OF DEATHS BY COUNTIES IN 1906.—WELLINGTON.—(Including municipalities of all classes.)

General Diseases.	Sex.			Nativity.			Social Con.			Ages.																						Months.												Totals.
										Under 5.																																			
Number of Column.	Male.	Female.	Not stated.	Canada.	Foreign.	Not stated.	Single.	Married.	Not Stated.	0.1	1.	2.	3.	4.	5-9.	10-14.	15-19.	20-24.	25-29.	30-34.	35-39.	40-44.	45-49.	50-59.	60-69.	70-79.	80 and over.	Not given.	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41
I. COMMUNICABLE (EPIDEMIC) DISEASES.																																									
1. Typhoid Fever	5	6	....	10	....	1	5	6	....	....	..	..	..	..	..	.	2	2	1	2	..	2	..	2	..	..	..	..	..	1	..	1	..	1	..	..	2	4	1	1	11
2. Scarlet Fever	....	2	....	2	....	....	1	1	....	....	1	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2	..	..	..	..	..	..	2
3. Whooping Cough	8	8	....	16	....	....	16	....	....	13	1	..	..	..	1	1	..	..	..	..	..	..	..	..	..	..	..	..	..	1	1	..	1	4	1	1	3	..	2	1	16
4. Diphtheria and Croup	2	2	....	4	....	....	4	....	....	1	..	1	1	..	1	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	1	..	..	..	1	..	..	..	4
5. Influenza	3	6	....	4	5	....	2	7	....	2	..	..	..	..	..	..	..	..	..	..	1	..	..	..	2	1	3	..	..	2	..	2	2	1	..	..	..	1	..	1	9
Total	18	24	....	36	5	1	28	14	....	16	2	1	1	..	2	1	2	3	1	2	1	2	..	2	2	1	3	..	3	3	2	1	3	7	2	1	5	6	3	3	42
II. OTHER GENERAL DISEASES.																																									
1. Pyæmia and Septicæmia	2	4	....	5	1	....	3	3	....	....	..	..	..	..	..	2	..	..	..	..	..	1	..	..	1	2	..	..	..	1	..	1	..	1	..	1	..	..	..	1	6
2. Tuberculosis and Scrofula	15	37	....	46	6	....	27	25	....	5	1	1	..	..	..	..	2	7	3	7	4	3	5	7	6	..	1	..	5	4	5	2	4	7	3	3	5	4	3	7	52
3. Anæmia	2	3	....	3	2	....	1	4	....	..	..	..	..	..	..	..	..	..	1	1	..	..	..	..	3	..	..	..	..	..	..	..	1	1	2	..	1	..	..	..	5
4. Cancer	27	15	....	21	21	....	3	39	....	..	..	..	..	1	..	..	..	..	..	..	2	2	3	8	13	10	3	..	4	6	3	5	4	2	3	1	1	4	3	6	42
5. Rheumatism and Gout	....	1	..	....	1	....	....	1	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	1	1
6. Diabetes	4	....	....	3	1	....	....	4	....	..	..	..	..	..	..	..	..	..	..	..	..	1	..	2	1	..	..	..	..	..	..	1	1	..	2	..	..	..	..	..	4
7. Alcoholism, Acute and Chronic	1	1	....	2	....	....	....	2	....	..	..	..	..	..	..	..	..	..	..	..	..	2	..	..	..	..	..	..	1	..	..	..	..	..	..	1	..	..	..	..	2
Total	51	61	....	80	32	....	34	78	....	5	1	1	..	1	..	2	2	7	4	8	6	9	8	17	24	13	4	..	10	11	9	9	9	13	8	6	8	8	6	15	112
Local Diseases.																																									
III. DISEASES OF NERVOUS SYSTEM.																																									
1. Meningitis	7	4	....	11	....	....	11	....	....	6	2	1	..	..	..	..	1	..	..	..	..	..	..	1	..	..	..	..	1	1	2	1	2	..	1	..	1	2	..	..	11
2. Congestion and Hemorrhage of the Brain	12	13	....	9	16	....	7	18	....	..	..	..	..	..	..	..	..	..	1	..	1	3	9	8	3	..	..	..	1	2	4	1	5	1	4	1	..	4	..	2	25
3. Softening of the Brain	1	....	....	1	....	....	....	1	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	1	..	..	..	..	..	..	..	..	..	..	1
4. Paralysis without specified cause	11	13	....	10	14	....	6	18	....	..	..	..	..	..	..	..	1	..	1	1	..	..	..	..	4	3	9	5	..	3	1	1	1	2	1	3	1	4	1	5	24
5. Insanity	3	1	....	3	1	....	3	1	....	..	..	..	..	..	..	2	..	..	..	1	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	1	..	..	3	..	..	4
6. Epilepsy	1	1	....	2	....	....	....	2	....	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	1	..	..	..	..	1	..	1	..	..	..	..	..	..	..	..	..	2
7. Convulsions (not puerperal)	4	5	....	9	....	....	9	....	....	8	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	1	2	..	..	..	3	..	1	1	9
8. Other Nervous Diseases	4	6	....	6	4	....	3	7	....	..	..	..	..	..	..	1	..	..	..	2	1	1	..	1	1	3	..	..	1	..	..	1	2	..	1	2	..	1	2	..	10
Total	43	43	....	51	35	....	39	47	....	14	3	1	..	..	..	1	4	..	1	5	2	1	1	9	15	20	9	..	8	5	8	5	12	3	8	6	5	14	4	8	86

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Number of Column.	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	31	37	38	39	40	41
IX. THE SKIN.																																									
1. Other Dis's of Skin and Adnexa (Cancer ex.)	1	5	....	1	5	....	....	6	....	....	..	..	..	..	..	..	..	..	....	....	1	....	....	1	..	2	2	..	1	1	..	1	1	..	..	..	..	1	..	1	6
Total	1	5	....	1	5	....	....	6	....	....	..	..	..	..	..	..	..	..	..	..	1	..	..	1	..	2	2	..	1	1	..	1	1	..	..	..	..	1	..	1	6
X. LOCOMOTOR SYSTEM.																																									
1. Pott's Disease	1	....	....	1	....	....	1	....	....	....	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	1
Total	1	....	....	1	....	....	1	....	....	....	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	1
XI. MALFORMATIONS, ETC.																																									
1. Still-Births	19	9	....	28	....	..	28	....	....	28	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	4	2	2	..	6	4	1	1	2	2	3	28
2. Congenital Debility and Malformations	27	26	....	53	....	....	53	....	....	53	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	3	7	5	4	4	6	4	6	3	6	4	1	53
3. Other Diseases of Infancy	6	8	....	14	....	....	14	....	....	14	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	1	..	..	1	1	5	..	3	2	..	14
4. Senile Decay	52	36	....	17	71	....	6	81	1	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	31	56	..	13	6	6	8	12	7	5	6	2	7	6	10	88
Total	104	79	....	112	71	....	101	81	1	95	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	31	56	..	17	18	14	14	16	20	14	18	6	18	14	14	183
XII. SUICIDE.																																									
1. Poison	....	1	....	....	1	....	....	1	....	....	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	1
2. Drowning	....	1	....	1	....	....	1	....	....	....	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	1
Total	...	2	....	1	1	....	1	1	....	....	..	..	..	..	..	..	..	..	1	1	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	1	..	..	2
XIII. ACCIDENTS.																																									
1. Fractures and Dislocations	4	2	....	3	3	....	3	3	....	....	..	..	..	..	..	1	..	2	..	..	..	..	..	..	..	1	2	..	..	1	1	1	1	..	..	..	..	1	..	1	6
2. Gunshot	....	1	....	1	....	....	1	....	....	....	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	1
3. Drowning	1	....	....	1	....	....	1	....	....	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	1
4. Railways	3	....	....	2	1	....	1	2	....	..	..	..	..	..	..	..	..	..	1	..	..	..	1	1	..	..	..	..	1	..	..	..	..	..	..	..	1	..	..	1	3
5. Burns and Scalds	1	....	....	1	....	....	....	1	....	....	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	1
6. Other accidents	9	3	...	7	5	....	5	7	....	....	1	1	..	..	..	..	1	..	1	2	..	..	1	1	..	2	2	..	1	..	1	1	2	3	..	..	3	..	..	1	12
Total	18	6	....	15	9	....	11	13	....	....	1	1	..	..	2	1	2	4	2	..	..	2	2	..	3	4	..	2	1	2	2	3	4	..	1	4	1	..	4	24
XIV. ILL-DEFINED CAUSES.																																									
1. Dropsy	4	3	....	2	5	....	1	6	....	....	..	..	..	..	..	..	..	..	..	..	1	..	..	1	..	5	..	..	1	..	..	..	2	..	2	1	..	1	..	..	7
2. Tumors	....	1	....	....	1	....	....	1	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	1
3. Other Ill-defined Causes	5	1	....	4	....	2	4	2	....	1	1	..	..	..	..	..	1	1	..	..	..	..	..	..	..	2	..	..	..	..	..	..	..	2	1	..	..	1	2	6
4. Heart Failure	5	6	....	9	2	...	4	7	....	....	..	..	..	1	..	..	..	..	..	2	..	..	2	1	5	..	..	..	..	..	..	1	2	..	2	..	..	1	3	2	..	11
Total	14	11	....	15	8	2	9	16	....	1	1	..	..	1	..	..	1	1	..	2	1	..	2	3	5	7	..	..	2	..	1	2	2	2	4	2	1	4	3	2	25
Total from all causes	396	350	..	489	253	4	335	409	2	170	20	6	4	4	9	9	19	24	16	25	21	21	24	59	78	134	103	..	58	56	72	70	72	73	50	53	56	77	42	67	746

CAUSES OF DEATHS BY COUNTIES, IN 1906.—WENTWORTH.—(Including municipalities of all classes.)

General Diseases.	Sex.			Nativity.			Social Conditions.			Ages.																													Months.												Totals.
										Under 5.																																									
	Male.	Female.	Not stated.	Canada.	Foreign.	Not stated.	Single.	Married.	Not stated.	0.	1.	2.	3.	4.	5-9.	10-14.	15-19.	20-24.	25-29.	30-34.	35-39.	40-44.	45-49.	50-59.	60-69.	70-79.	80 and over.	Not given.	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	
Number of Column.	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41
I. COMMUNICABLE (EPIDEMIC) DISEASES.																																															
1. Typhoid Fever	17	10	....	23	4	....	11	12	1	....	..	..	1	..	2	..	3	3	3	3	3	..	1	5	1	2	..	..	2	1	1	..	1	1	2	2	2	10	4	1	27
2. Measles	4	....	....	1	....	....	4	....	....	1	1	..	..	..	2	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	2	..	..	..	..	1	..	4
3. Scarlet Fever	3	....	....	2	....	1	3	....	....	....	1	2	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	2	..	..	..	..	..	..	3
4. Diphtheria and Croup	17	13	....	27	2	1	30	....	....	2	2	4	3	5	9	4	..	..	..	..	..	1	..	..	..	..	..	..	3	..	5	2	1	3	2	..	2	4	5	3	30
5. Influenza	....	1	....	..	1	....	....	1	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	1	..	..	..	..	..	..	..	1
6. Other Epidemic Diseases	1	2	....	....	3	....	....	2	1	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	3	..	..	1	..	..	..	..	..	1	1	..	..	..	..	3
Total	42	26	....	56	10	2	51	15	2	3	4	6	4	5	13	4	3	3	3	3	3	1	1	5	1	5	1	..	6	1	7	3	5	6	4	3	5	14	10	4	68
II. OTHER GENERAL DISEASES.																																															
1. Pyæmia and Septicæmia	3	4	....	6	1	....	4	2	1	1	..	..	..	..	..	..	..	..	..	2	1	2	1	..	..	..	..	..	..	..	1	..	..	..	1	..	..	..	2	3	7
2. Tuberculosis and Scrofula	60	72	....	106	24	2	80	44	8	18	3	1	1	..	..	4	14	17	12	16	9	10	7	8	8	2	..	2	13	11	9	4	18	10	9	9	11	9	13	13	132
3. Anæmia	....	8	....	5	3	....	1	7	....	....	..	..	..	..	..	..	..	..	..	2	..	..	1	2	2	..	1	..	2	1	1	..	..	1	..	1	1	1	..	..	8
4. Syphilis	2	....	....	2	....	....	2	....	....	1	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	1	1	..	..	..	..	..	..	..	..	..	..	2
5. Cancer	25	37	....	28	34	....	5	53	1	....	..	..	..	1	..	..	..	..	..	..	3	7	6	15	10	17	3	..	6	5	4	2	3	6	1	7	4	7	8	9	62
6. Rheumatism and Gout	1	2	....	2	1	....	....	3	....	....	..	..	..	..	..	..	..	1	..	..	..	..	..	..	1	1	..	..	..	..	..	1	..	..	..	1	..	1	..	..	..	3
7. Diabetes	9	3	....	7	5	....	5	7	....	....	..	..	..	..	..	..	..	1	1	..	..	..	..	4	3	3	..	..	2	..	..	1	..	3	..	1	..	1	1	3	12
8. Other General Diseases	1	1	...	1	1	....	2	....	....	....	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	1	..	..	..	..	..	..	..	..	1	2
9. Alcoholism, Acute and Chronic	1	....	....	....	1	....	1	....	....	....	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	1
Total	102	127	....	157	70	2	100	116	13	20	3	1	1	1	..	4	15	21	14	21	13	17	15	29	21	23	5	2	23	18	17	8	21	20	12	18	20	18	25	29	229
Local Diseases.																																															
III. NERVOUS SYSTEM.																																															
1. Encephalitis	....	2	...	2	....	....	1	1	..	....	..	..	..	..	1	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	1	2
2. Meningitis	11	13	....	21	3	....	21	2	1	9	4	1	..	2	2	1	..	2	..	..	..	1	..	2	..	..	..	..	7	..	1	3	2	3	1	..	3	1	..	3	24
3. Congestion and Hemorrhage of the Brain	30	28	...	20	37	1	9	44	5	1	..	..	..	..	1	..	1	..	..	1	..	2	2	7	11	16	12	1	2	7	10	5	4	7	3	5	1	6	4	4	58
4. Softening of the Brain	3	1	....	1	3	....	....	4	..	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2	1	1	..	..	..	..	..	2	..	1	..	..	..	..	1	4
5. Paralysis without specified cause	17	19	....	23	13	....	7	28	1	....	..	..	1	1	..	..	..	..	..	1	3	1	1	4	10	6	8	..	5	1	..	2	6	2	4	1	3	8	1	3	36
6. Insanity	9	8	....	10	7	....	2	15	....	....	..	..	..	..	..	..	..	..	..	..	1	2	3	3	5	3	..	..	3	3	1	..	1	1	3	2	..	2	..	1	17
7. Epilepsy	3	1	....	3	1	....	2	2	....	....	..	..	..	..	..	..	1	..	..	..	..	1	..	1	..	1	..	..	1	..	..	1	..	..	..	..	..	..	1	..	1	4
8. Convulsions (not puerperal)	12	6	....	18	....	....	18	....	....	13	3	..	..	1	..	..	1	..	..	..	..	..	..	..	..	..	..	..	2	..	2	2	1	..	..	1	5	3	..	2	18
9. Tetanus	2	..	....	2	....	....	1	1	....	....	..	..	..	..	..	..	..	..	..	1	1	..	..	..	..	..	..	..	..	..	..	1	..	1	..	..	..	..	..	..	2
10. Other Nervous Diseases	4	9	....	5	8	....	4	9	....	1	..	..	..	..	2	..	..	1	1	1	2	..	1	3	1	..	..	..	..	1	1	..	2	1	2	1	..	3	2	..	13
Total	91	87	....	105	72	1	65	106	7	24	7	1	1	4	6	1	2	3	1	4	7	9	7	20	32	27	21	1	20	12	15	14	18	15	11	10	12	24	8	16	178

WENTWORTH.—*Continued.*

Number of Column.	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41
IV. CIRCULATORY SYSTEM.																																									
1. Pericarditis	1	....	....	....	1	....	1	....	....	....	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	1
2. Endocarditis	2	....	....	....	2	....	....	2	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	1	..	..	1	..	..	1	..	..	..	..	..	..	..	..	..	2
3. Organic Heart Diseases	37	41	....	36	41	1	18	62	1	....	..	..	..	..	5	..	..	3	1	5	1	2	9	19	10	18	8	..	8	6	16	5	8	6	3	6	4	7	7	5	81
4. Angina Pectoris	7	3	....	7	3	....	1	9	....	....	..	..	..	..	..	..	..	..	..	..	..	..	2	1	..	5	2	..	..	1	1	..	1	4	..	..	2	..	..	1	10
5. Diseases of Arteries, Atheroma, Aneurism, etc	4	1	....	....	5	....	1	3	1	....	..	..	..	..	..	..	..	..	..	..	..	..	..	1	2	1	1	..	..	..	..	..	2	2	..	..	1	..	..	..	5
6. Other Diseases of the Circulatory System	2	3	....	2	3	....	1	4	....	....	..	1	..	..	..	..	..	..	..	..	..	..	..	1	3	..	..	..	..	..	2	2	1	..	..	..	..	..	..	..	5
Total	53	51	....	45	58	1	22	80	2	....	..	1	..	..	5	..	..	3	2	5	1	2	11	22	16	25	11	..	9	7	19	8	12	12	3	6	7	7	7	7	104
V. RESPIRATORY SYSTEM.																																									
1. Acute Bronchitis	10	11	....	13	8	....	9	10	2	5	2	..	..	..	1	..	..	..	..	..	1	2	..	1	4	2	3	..	4	1	6	3	3	1	..	1	1	..	1	..	21
2. Chronic Bronchitis	1	3	....	3	1	....	1	3	....	....	..	..	..	..	..	..	..	..	..	..	..	..	1	..	1	2	..	..	..	..	..	2	..	..	1	..	..	1	..	..	4
3. Broncho-pneumonia	13	4	....	12	5	....	11	5	1	6	3	..	..	..	1	..	..	..	..	..	..	..	..	..	3	1	3	..	3	2	3	..	2	..	2	..	1	..	2	2	17
4. Pneumonia	56	57	....	73	38	2	47	62	4	16	8	1	2	1	4	1	2	4	6	6	2	8	3	15	15	17	7	..	12	14	22	24	7	7	5	2	5	7	4	4	113
5. Pleurisy	2	....	....	1	....	1	....	1	1	....	..	..	..	..	..	..	..	..	..	..	..	..	..	1	1	..	..	..	1	..	..	..	..	..	..	..	..	..	1	..	2
6. Congestion of the Lungs, (inc. pul. apop.)	3	3	....	4	2	....	4	2	....	3	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	1	1	..	1	..	1	1	..	..	..	..	1	..	2	..	6
7. Asthma and Emphysema	2	6	....	3	5	....	1	7	....	....	..	..	..	..	..	..	..	..	..	..	..	..	1	2	2	2	1	..	..	1	1	1	..	1	..	..	1	2	..	1	8
8. Other Diseases of the Respiratory System	2	3	....	4	1	....	4	1	....	....	..	..	..	..	3	..	..	1	..	..	..	..	..	..	..	1	..	..	..	..	1	1	..	..	..	..	..	2	1	..	5
Total	89	87	....	113	60	3	77	91	8	30	8	1	2	1	9	1	2	5	6	6	3	10	5	19	27	26	15	..	21	18	31	32	12	9	8	3	9	12	11	7	176
VI. DIGESTIVE SYSTEM.																																									
1. Ulcer of the Stomach	3	1	....	1	3	....	1	3	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	3	1	..	..	..	..	..	..	..	..	..	2	..	1	1	..	4
2. Other Diseases of Stomach (cancer excepted	2	5	....	5	2	....	2	5	....	....	..	..	..	..	..	..	..	2	1	..	..	1	..	..	..	2	1	..	..	1	2	..	1	..	1	..	1	..	1	7
3. Infantile Diarrhœa and Cholera Infantum	28	32	....	60	....	....	60	....	....	55	5	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	1	..	2	2	13	18	10	7	1	5	60
4. Diarrhœa and Enteritis (not infantile)	6	7	....	8	5	....	5	8	....	....	..	..	..	..	1	2	..	1	..	1	..	..	1	2	2	2	1	..	..	..	1	..	1	..	2	2	4	..	1	13
5. Dysentery	1	1	....	1	1	....	....	2	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	1	1	..	..	..	..	..	..	..	..	..	..	..	1	..	1	..	2
6. Hernia and Intestinal obstructions	2	8	....	6	4	....	4	6	....	2	..	..	..	..	..	..	..	..	..	1	1	..	..	2	1	3	..	..	1	1	2	1	..	1	..	1	1	..	1	1	10
7. Other Diseases of the Intestines	3	1	....	3	1	....	1	3	....	....	..	..	..	..	..	..	..	1	..	..	..	..	..	1	..	1	1	..	..	1	..	..	..	..	..	..	1	1	..	..	4
8. Diseases of the Liver	11	8	....	11	7	1	1	18	....	1	..	..	..	..	..	..	..	1	..	..	1	1	4	6	3	1	1	1	1	1	..	1	2	2	1	1	..	7	2	1	19
9. Peritonitis (not puerperal)	5	9	....	11	3	....	4	10	....	....	..	..	..	..	..	1	..	2	3	1	1	..	..	3	1	2	..	..	1	2	..	2	1	2	2	..	..	..	1	3	14
10. Iliac Abscess and Appendicitis	3	7	....	8	1	1	8	2	....	....	..	1	1	1	1	2	1	..	..	1	1	..	..	1	..	..	..	..	..	3	..	3	..	1	1	1	..	1	..	..	10
Total	64	79	....	114	27	2	86	57	....	58	5	..	1	1	2	4	5	6	3	3	4	2	2	17	12	13	4	1	4	9	4	9	6	9	19	28	14	22	6	13	143
VII. GENITO-URINARY SYSTEM.																																									
1. Bright's Disease	24	19	....	28	13	2	9	32	2	1	..	..	1	..	..	..	..	..	1	3	2	1	6	1	7	10	7	2	1	3	1	2	4	5	2	5	7	4	2	4	4	43
2. Diseases of the Bladder	4	....	....	....	4	....	....	4	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	1	2	..	..	..	..	..	..	..	1	1	..	..	1	1	4
3. Diseases of the Male Genital Organs	1	....	....	1	....	....	....	1	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	1
Total	29	19	....	29	17	2	9	37	2	1	..	..	1	..	..	..	..	..	1	3	2	1	6	1	8	11	8	4	1	3	1	2	4	5	2	6	8	4	2	6	5	48
VIII. PUERPERAL DISEASES.																																									
1. Other accidents of Pregnancy, sudden death	....	1	....	1	....	....	....	1	....	....	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	1
Total	....	1	....	1	....	....	....	1	....	....	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	1

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CAUSES OF DEATHS BY COUNTIES IN 1906.—YORK.—(Including municipalities of all classes).

General Diseases.	Sex.			Nativity.			Social Condition.			Ages.																					Months.												Total.
										Under 5.																																	
	Male.	Female.	Not stated.	Canada.	Foreign.	Not stated.	Single.	Married.	Not stated.	0.1	1.	2.	3.	4.	5-9.	10-14.	15-19.	20-24.	25-29.	30-34.	35-39.	40-44.	45-49.	50-59.	60-69.	70-79.	80 and over.	Not given.	January.	February.	March	April.	May.	June.	July.	August.	September.	October.	November.	December.	
Number of Column.	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41
I. COMMUNICABLE (EPID.) DIS.																																									
1. Typhoid Fever	51	36	....	53	29	5	38	39	10	...	..	..	..	2	..	5	5	17	23	10	7	2	1	5	3	5	1	1	2	5	8	4	1	...	5	15	17	7	12	11	87
2. Measles	4	11	....	11	4	....	15	....	....	1	6	3	1	..	1	1	1	..	1	..	..	..	..	..	..	..	..	..	..	..	2	..	3	2	4	4	..	..	..	..	15
3. Scarlet Fever	4	12	....	9	7	....	15	1	....	..	..	1	3	3	5	..	1	1	1	..	..	..	..	..	..	..	..	1	2	..	3	1	..	..	..	1	2	..	1	..	16
4. Whooping Cough	5	4	....	8	1	....	9	....	....	6	..	1	1	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	4	1	2	1	..	..	..	9
5. Diphtheria and Croup	44	29	....	66	7	....	71	1	1	12	13	13	6	5	16	4	1	..	..	2	1	..	..	..	..	..	..	..	14	7	2	7	7	1	5	4	6	4	11	5	73
6. Influenza	5	8	....	8	5	....	6	7	1	3	..	..	..	..	..	..	..	..	..	2	1	1	..	..	..	4	2	..	1	3	1	3	2	..	..	1	..	1	..	1	..	13
7. Other Epidemic Diseases	1	1	....	....	2	....	1	1	....	..	..	..	..	..	..	..	..	1	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2	..	..	..	2
Total	114	101	....	155	55	5	154	49	12	22	19	18	11	10	23	10	7	19	25	11	11	4	3	5	3	9	3	2	19	15	16	16	13	7	15	27	28	12	21	23	215
II. OTHER GENERAL DIS.																																									
1. Pyæmia and Septicæmia	9	19	....	22	6	....	13	13	2	1	2	..	..	..	..	..	..	3	4	3	1	3	1	2	5	1	2	..	..	3	7	2	..	1	5	..	2	1	2	4	1	28
2. Tuberculosis and Scrofula	292	261	....	398	145	10	327	206	20	72	19	6	3	3	4	16	14	65	71	63	41	30	40	38	28	4	1	2	47	41	48	54	45	42	48	50	39	44	44	51	553
3. Anæmia	21	28	....	30	18	1	9	39	1	1	..	2	..	..	..	..	..	4	6	5	3	3	2	8	12	3	..	..	6	1	4	4	5	5	5	5	3	3	4	4	49
4. Syphilis	10	3	....	11	2	....	11	1	1	11	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2	..	..	..	..	1	1	..	2	..	..	1	5	2	1	..	13
5. Cancer	105	134	....	97	134	8	27	201	11	1	1	1	..	..	1	1	..	1	4	2	9	5	24	64	69	37	19	..	18	18	18	22	18	25	21	15	21	24	14	25	239
6. Rheumatism and Gout	9	14	....	12	9	2	11	12	....	..	..	..	..	..	2	3	3	2	..	..	2	1	1	1	4	4	..	..	1	3	1	1	6	2	..	1	1	2	1	4	23
7. Diabetes	15	15	....	17	13	....	9	20	1	1	..	..	..	..	2	..	2	3	..	1	..	..	2	5	4	8	2	..	3	2	1	3	2	1	1	5	..	2	5	5	30
8. Other General Diseases	3	8	....	8	2	1	5	5	1	..	..	..	..	..	..	1	..	3	1	1	..	2	..	2	..	1	..	..	2	..	1	..	..	1	3	2	1	1	..	..	..	11
9. Alcoholism, Acute and Chronic	11	4	....	6	7	2	2	12	1	..	..	..	..	..	..	..	..	1	1	..	2	3	2	1	4	1	..	..	1	1	..	1	3	1	1	..	2	1	1	3	15
Total	475	486	....	601	336	24	414	509	38	87	22	9	3	3	9	21	52	83	86	73	63	45	73	124	124	60	22	2	81	71	76	85	82	82	79	81	73	81	74	93	961
Local Diseases.																																									
III. NERVOUS SYSTEM.																																									
1. Encephalitis	3	....	....	2	1	....	2	1	....	1	..	..	..	..	1	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	2	..	1	..	3
2. Meningitis	76	49	....	112	12	1	112	12	1	50	21	7	5	7	8	6	4	3	4	1	1	3	1	3	..	..	1	..	7	8	5	13	8	12	15	18	11	11	8	9	125
3. Cong and Hemor. of the Brain	93	87	....	69	106	5	28	137	15	...	1	..	..	..	..	..	3	4	2	1	..	3	9	22	43	58	33	1	15	14	21	16	15	15	14	7	8	18	19	18	180
4. Softening of the Brain	7	2	....	3	5	1	2	7	....	..	..	..	..	..	..	..	..	..	..	..	..	..	1	1	2	2	3	..	..	2	..	..	4	..	..	..	..	2	1	..	..	9
5. Paralysis without specified cause	59	48	....	48	59	....	12	86	9	...	1	1	..	1	1	..	1	1	1	1	3	5	6	12	29	28	16	..	7	9	6	12	16	7	6	10	7	10	6	11	107
6. Insanity	7	5	....	6	5	1	3	9	....	..	..	..	..	..	..	..	..	..	..	..	..	3	2	4	1	1	1	..	..	2	..	1	1	..	..	3	..	3	1	1	12
7. Epilepsy	8	4	....	9	3	....	7	4	1	..	..	..	..	..	..	1	1	2	1	1	2	1	..	..	2	1	..	..	1	..	2	1	1	..	1	3	1	..	2	..	12
8. Convulsions (not puerperal)	52	46	....	96	2	....	93	5	....	78	9	2	..	..	2	..	..	2	2	1	1	..	..	..	1	..	..	..	5	6	12	7	4	7	14	12	10	8	5	8	98
9. Tetanus	5	1	....	3	3	....	5	1	....	..	..	1	..	..	..	2	1	..	..	1	1	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	1	..	1	1	2	6
10. Other Nervous Diseases	30	39	....	43	25	1	22	42	5	...	2	..	..	..	3	4	4	5	3	..	2	5	10	9	11	7	1	..	3	9	7	7	7	5	5	7	3	7	4	5	69
Total	340	281	....	391	221	9	286	304	31	129	34	11	5	8	15	13	14	17	13	6	10	20	29	51	93	97	55	1	38	50	54	57	56	46	55	61	44	59	47	54	621

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Number of Column.	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41
IX. THE SKIN.																																									
1. Erysipelas	3	6	....	6	3	....	3	6	....	2	..	..	..	..	..	..	..	1	1	..	..	1	..	..	1	1	2	..	2	..	..	..	1	2	..	1	1	1	..	1	9
2. Other Dis's of the Skin (canc'r exep'td)	4	9	....	3	9	1	4	9	....	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	5	2	5	..	1	..	2	3	..	..	..	2	1	..	3	1	13
Total	7	15	...	9	12	1	7	15	....	2	..	..	..	..	..	..	1	1	1	..	..	1	..	..	6	3	7	..	3	..	2	3	1	2	..	3	2	1	3	2	22
X. LOCOMOTOR SYSTEM.																																								
1. Diseases of the Bones and Joints	....	1	....	1	....	....	1	....	....	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	1
Total	....	1	....	1	....	....	1	....	....	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	1
XI. MALFORMATIONS, ETC.																																								
1. Still-Births	194	128	16	338	....	....	338	....	....	338	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	34	16	37	21	22	29	26	31	17	28	40	37	338
2. Congenital Debility and Malformations	256	168	3	427	....	....	427	....	....	427	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	30	27	28	46	33	47	38	38	42	31	33	34	427
3. Other Diseases of Infancy	41	28	....	69	....	....	69	....	....	69	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	11	5	6	2	4	8	7	8	7	5	3	3	69
4. Senile Decay	139	186	....	80	227	18	35	274	16	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	14	101	207	..	29	29	26	36	20	22	18	18	32	29	32	34	325
Total	630	510	19	914	227	18	869	274	16	834	..	..	..	..	..	..	..	..	..	..	..	..	..	..	14	101	207	..	104	77	97	105	79	106	89	95	98	93	108	108	1,159
XII. SUICIDE.																																								
1. Poison	2	4	....	4	1	1	2	3	1	..	..	..	..	..	..	..	2	2	1	1	..	..	..	..	..	..	..	..	1	1	1	..	1	..	1	..	1	..	..	..	6
2. Strangulation	2	1	....	1	1	1	1	2	....	..	..	..	..	..	..	..	..	..	1	..	..	1	..	..	1	..	..	..	..	..	1	..	..	..	..	..	..	..	1	1	3
3. Gas Poisoning	1	....	....	....	1	....	....	1	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	1
4. Drowning	....	1	....	....	1	....	....	1	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	1
5. Firearms	2	2	....	1	3	....	1	3	....	..	..	..	..	..	..	..	..	1	2	..	..	..	..	1	..	..	..	..	..	..	..	..	..	1	2	..	1	..	..	..	4
6. Sharp Instruments	2	....	....	....	2	....	....	1	1	..	..	..	..	..	..	..	..	..	..	..	1	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	1	..	..	2
7. Railways	1	....	....	1	....	....	....	1	....	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	1
8. Not stated	1	....	....	1	....	....	1	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	1	..	..	..	1
Total	11	8	....	8	9	2	5	12	2	..	..	..	..	..	..	..	2	3	3	2	2	1	1	1	3	..	1	..	1	1	2	1	1	1	3	1	3	2	2	1	19
XIII. ACCIDENTS.																																								
1. Fractures and Dislocations	20	10	....	9	19	2	9	19	2	..	..	..	..	1	..	..	..	2	1	..	2	4	2	4	1	7	3	..	2	..	1	1	2	5	3	5	1	4	4	2	30
2. Gunshot	3	....	....	2	....	1	1	2	....	..	..	..	..	..	1	..	..	..	..	..	..	..	..	1	1	..	..	..	..	..	2	..	..	..	1	..	..	..	..	..	3
3. Lightning	1	....	....	....	1	....	....	1	....	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	1
4. Drowning	19	3	....	15	5	2	14	7	1	..	..	..	..	..	4	3	1	4	2	2	1	..	1	2	2	..	..	..	..	..	1	3	3	1	6	5	1	..	1	1	22
5. Electric Cars	7	2	....	3	5	1	4	5	....	..	..	..	..	..	2	..	..	1	..	..	..	..	..	3	2	1	..	..	4	..	..	..	..	..	..	..	2	2	1	1	9
6. Asphyxiation	3	....	....	3	....	....	3	....	....	3	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	2	..	3
7. Railways	15	4	....	12	7	....	12	7	....	..	..	1	1	1	..	..	..	4	2	1	..	..	3	2	2	..	2	..	..	..	3	..	..	1	3	..	2	4	2	4	19
8. Burns and Scalds	7	9	....	7	6	3	12	3	1	1	..	3	..	2	1	..	..	..	3	2	..	1	..	2	1	..	..	..	1	4	3	..	1	1	..	2	2	2	3	..	16
9. Automobiles	....	1	....	1	....	....	....	....	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	1
10. Other Accidents	47	30	....	42	27	8	31	40	6	3	1	3	..	1	6	..	2	6	3	5	5	11	5	5	14	6	..	1	4	4	10	7	5	4	10	14	6	4	2	8	77
11. Explosions	1	....	....	....	1	....	1	....	....	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	1
Total	123	59	....	94	71	17	87	84	11	7	1	7	1	5	13	4	3	17	14	11	8	16	12	20	23	14	5	1	12	5	20	11	11	13	24	26	14	16	15	15	182
XIV. ILL-DEFINED CAUSES.																																								
1. Dropsy	6	9	....	9	6	....	2	13	....	..	..	..	..	..	..	..	..	..	..	..	..	..	1	7	2	3	2	..	..	1	2	..	1	..	..	1	4	2	3	..	15
2. Tumors	1	7	....	3	3	2	1	6	1	..	..	..	..	..	..	..	..	..	1	..	1	..	1	3	1	1	..	..	1	..	1	1	..	2	..	1	..	1	1	..	8
3. Other Ill-defined Causes	23	33	....	40	12	4	25	27	4	6	2	1	2	..	1	1	1	1	2	5	2	2	7	9	9	3	..	1	6	..	5	2	4	12	2	5	3	4	8	5	56
4. Heart Failure	24	25	....	32	13	4	12	32	5	..	..	..	..	..	..	..	3	3	..	4	2	4	9	11	9	..	..	1	3	2	3	1	4	3	4	4	8	5	11	1	49
Total	54	74	....	84	34	10	40	78	10	6	2	1	2	..	1	1	4	4	2	10	4	7	17	31	23	7	3	3	10	3	11	4	9	17	6	12	15	12	23	6	128
Total from all causes	2,740	2,377	19	3,419	1,583	134	2,706	2,229	201	1,564	120	68	30	38	95	81	116	196	208	170	154	162	221	410	533	541	402	27	397	360	422	436	402	412	434	524	462	402	423	462	5,136

CAUSES OF DEATHS BY TOWNS IN 1906.—BERLIN.

General Diseases.	Sex.			Nativity.			Social Condition.			Ages.																							Months												Totals.
										Under 5.					5–9	10–14.	15–19.	20–24.	25–29.	30–34.	35–39.	40–44.	45–49.	50–59.	60–69.	70–79.	80 and over.	Not given.	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	
	Male.	Female.	Not stated.	Canada.	Foreign.	Not stated.	Single.	Married.	Not stated.	0.1	1.	2.	3.	4.																												
Number of Column.	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41
I. COMMUNICABLE (EPIDEMIC) DISEASES.																																									
1. Typhoid Fever	....	2	....	2	....	....	2	....	....	....	....	....	....	....	....	....	2	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	1	..	2
2. Scarlet Fever	....	1	....	1	....	....	1	....	....	....	....	....	....	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	1
3. Whooping Cough	....	2	....	2	....	....	2	....	....	....	1	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	1	..	2
4. Diphtheria and Croup	3	6	....	7	2	....	9	....	....	....	1	..	3	..	1	2	2	..	..	..	..	..	..	..	..	..	..	..	2	..	..	..	..	1	2	..	..	1	1	2	9
5. Other Epidemic Diseases	1	....	....	....	1	....	....	1	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	1	..	..	..	..	..	..	..	..	..	1	..	..	..	..	1
Total	4	11	....	12	3	....	14	1	....	....	2	1	3	..	2	2	4	..	..	..	..	..	..	..	..	1	..	..	3	1	..	..	..	1	2	1	1	1	3	2	15
II. OTHER GENERAL DISEASES.																																									
1. Tuberculosis and Scrofula	2	3	....	5	....	....	1	4	....	....	..	..	..	..	..	..	..	1	1	..	2	..	1	..	..	..	..	..	..	2	1	..	..	..	..	..	..	1	..	1	5
2. Anæmia	1	1	..	2	....	....	1	1	....	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	1	1	..	2
3. Cancer	5	1	....	3	3	....	....	6	....	....	..	..	..	..	..	..	..	..	..	..	..	..	1	1	3	..	1	..	..	1	..	1	..	2	..	..	..	..	1	..	1	6
4. Rheumatism and Gout	2	....	....	....	2	....	....	2	....	....	..	..	..	..	..	..	..	..	..	..	..	..	1	1	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	1	2
5. Diabetes	1	....	....	1	....	....	1	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	1	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	1
Total	11	5	....	11	5	....	3	13	....	1	..	..	..	..	..	..	..	1	1	..	2	..	3	2	5	..	1	..	1	2	2	1	2	..	1	..	..	3	1	3	16
Local Diseases.																																									
III. DISEASES OF NERVOUS SYSTEM.																																									
1. Meningitis	3	2	....	4	1	....	5	....	....	1	2	..	..	..	..	..	..	1	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	1	..	3	5
2. Congestion and Hemorrhage of the Brain	3	3	....	3	3	....	....	6	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2	3	1	..	..	..	..	..	1	..	1	1	..	1	2	..	6
3. Softening of the Brain	2	1	....	3	....	....	....	3	....	....	..	..	..	..	..	..	..	..	..	..	1	..	2	..	..	..	..	..	..	1	1	..	1	..	..	..	..	..	..	..	3
4. Paralysis without specified cause	3	3	....	5	1	....	3	3	....	....	..	..	..	..	2	..	1	..	..	..	..	1	..	1	..	1	1	..	..	1	1	..	..	1	..	..	1	..	1	1	6
5. Convulsions (not puerperal)	5	4	....	9	....	....	9	....	....	6	1	..	..	..	..	..	..	1	..	..	1	..	..	..	..	1	..	..	2	..	1	2	..	..	2	1	..	1	..	..	9
6. Other Nervous Diseases	1	....	....	....	1	....	....	1	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	1	..	..	..	..	1	..	..	..	..	..	..	..	..	..	1
Total	17	13	....	24	6	....	17	13	....	7	3	..	..	..	2	..	1	2	1	..	1	1	1	2	4	4	1	..	2	2	4	2	2	1	3	2	2	3	3	4	30
IV. CIRCULATORY SYSTEM.																																									
1. Organic Heart Diseases	4	4	....	5	3	....	4	4	....	....	..	..	..	..	1	..	2	..	..	..	..	..	1	1	1	1	1	..	2	1	1	..	1	..	..	..	..	1	1	1	8
2. Arteries, Atheroma, Aneurism, etc	1	....	....	....	1	....	....	1	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	1	..	..	..	..	..	..	..	..	..	..	1	..	..	..	1
Total	5	4	....	5	4	....	4	5	....	....	..	..	..	..	1	..	2	..	..	..	..	..	1	1	1	2	1	..	2	1	1	..	1	..	..	..	..	1	1	1	9

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Number of Column.	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41
V. RESPIRATORY SYSTEM.																																									
1. Acute Bronchitis	....	1	....	....	1	....	....	1	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	1	..	..	1
2. Chronic Bronchitis	1	....	....	....	1	....	....	1	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	1
3. Broncho-pneumonia	1	1	....	1	1	....	2	....	....	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	1	1	..	..	..	..	..	..	2
4. Pneumonia	3	2	....	5	....	....	3	2	....	....	2	..	..	..	..	..	1	..	..	..	..	1	1	..	..	..	..	..	..	..	..	..	1	1	..	..	1	1	1	5
5. Congestion of the Lungs (including pulmonary apoplexy)	1	....	....	1	....	....	....	1	....	....	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	1
6. Asthma and Emphysema	....	1	....	1	....	....	....	1	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	1
7. Other Diseases of the Respiratory System	1	....	....	1	....	....	....	1	....	....	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	1
Total	7	5	....	9	3	....	5	7	....	1	2	..	..	..	..	..	1	..	1	1	..	1	1	..	..	1	1	1	1	1	1	..	2	2	..	..	..	3	1	1	12
VI. DIGESTIVE SYSTEM.																																								
1. Ulcer of the Stomach	1	....	....	....	1	....	....	1	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	1
2. Infan. Diarr. and Cholera Infantum	5	1	....	6	....	....	6	....	....	6	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2	1	3	..	..	..	..	6
3. Diarrhœa and Enteritis (not Infantile)	2	....	....	1	1	....	1	1	....	....	..	..	..	..	1	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	1	..	..	..	..	..	..	1	..	..	2
4. Hernia and Intestinal obstructions	....	1	....	1	....	....	1	....	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	1
5. Iliac Abscess and Appendicitis	3	....	....	1	2	....	3	....	....	....	..	..	..	..	..	1	1	1	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	1	..	..	..	3	3
Total	11	2	..	9	4	....	11	2	....	6	..	..	..	..	1	..	1	1	1	..	..	..	1	1	1	..	..	..	1	..	1	1	1	..	2	2	3	1	..	3	13
VII. GENITO-URINARY SYSTEM.																																								
1. Bright's Disease	3	....	....	1	2	....	....	3	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2	1	..	..	..	..	1	..	1	1	..	..	..	..	..	..	3
2. Other Diseases of the Kidneys and Adnexa	1	....	....	....	1	....	....	1	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	1	..	1
Total	4	....	....	1	3	....	....	4	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2	1	1	..	..	..	1	..	1	1	..	..	..	1	..	..	4
VIII. PUERPERAL DISEASES. (No Cases in this Class).																																								
IX. THE SKIN.																																								
1. Erysipelas	1	....	....	....	1	....	....	1	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	1	..	..	..	1
Total	1	....	....	....	1	....	....	1	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	1	..	..	..	1
X. LOCOMOTOR SYSTEM. (No Cases in this Class.)																																								
XI. MALFORMATIONS, ETC.																																								
1. Still-Births	8	2	....	5	....	....	5	....	....	5	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	1	..	..	1	..	2	..	..	..	..	5
2. Congenital Debility and Malformations	7	7	....	14	....	....	14	....	....	14	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2	3	1	1	1	..	2	2	..	..	1	14
3. Other Diseases of Infancy	....	1	.	1	....	....	1	....	....	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	1
4. Senile Decay	7	4	....	1	10	....	....	11	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	10	..	..	..	..	..	1	2	1	..	2	..	3	2	11
Total	17	14	....	21	10	....	20	11	....	20	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	10	..	2	4	2	1	2	4	1	4	4	..	3	4	31
XII. SUICIDE. (No Cases in this Class).																																								

	Sex.			Nativity.			Social Con.			Ages.																														Months.												Totals.
										Under 5.																																										
General Diseases.	Male.	Female.	Not stated.	Canada.	Foreign.	Not stated.	Single.	Married.	Not stated.	0,1	1.	2.	3.	4.	5-9.	10-14.	15-19.	20-24.	25-29.	30-34.	35-39.	40-44.	45-49.	50-59.	60-69.	70-79.	80 and over.	Not given.	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	
Number of Column.	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41
I. COMMUNICABLE (EPIDEMIC) DISEASES.																																									
1. Typhoid Fever	10	....	....	8	2	....	5	5	....	....	..	..	..	..	..	..	1	3	2	1	..	2	1	..	..	..	..	..	..	..	..	..	..	1	..	1	3	2	3	..	..	10
2. Diphtheria and Croup	4	....	....	4	....	....	4	....	....	....	2	..	1	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2	2	..	4
Total	14	....	....	12	2	....	9	5	....	....	2	..	1	..	1	..	1	3	2	1	..	2	1	..	..	..	..	..	..	..	..	..	..	1	..	1	3	2	5	2	..	14
II. OTHER GENERAL DISEASES.																																									
1. Pyæmia and Septicæmia	2	....	....	1	1	....	....	2	....	....	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	2	..	..	..	2
2. Tuberculosis and Scrofula	8	12	....	19	1	....	8	12	....	1	1	..	..	..	..	..	1	1	4	3	3	1	1	2	1	..	..	1	2	1	2	3	1	2	3	2	1	..	2	1	20
3. Anæmia	2	2	....	3	1	....	....	4	....	....	..	..	..	..	..	..	..	1	..	..	..	..	1	..	2	..	..	..	..	..	..	1	1	..	..	..	..	..	..	1	1	4
4. Cancer	1	5	....	6	1	....	....	7	....	....	..	..	..	..	..	..	..	..	..	1	..	..	2	2	1	..	..	..	..	1	1	1	2	..	1	..	..	..	1	..	..	7
5. Diabetes	....	1	....	1	....	....	1	....	....	....	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	1
6. Other General Diseases	1	1	....	2	....	....	....	2	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	1	..	..	..	..	..	..	..	..	1	..	..	..	..	..	2
7. Alcoholism, Acute and Chronic	1	....	....	1	....	....	....	1	....	....	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	1
Total	15	22	....	33	4	....	9	28	....	1	1	..	..	..	..	..	..	1	4	4	4	3	2	5	4	4	2	1	1	3	2	4	6	1	3	4	3	3	2	4	2	37

XIII. ACCIDENTS.

| | | | | | | | | | | | | | | | | | | |

Number of Column.	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41
Local Diseases.																																									
III. NERVOUS SYSTEM.																																									
1. Meningitis	2	1	....	1	2	....	3	....	....	1	..	..	..	..	..	..	2	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	1	..	1	..	..	3
2. Congestion and Hemorrhage of Brain	2	6	....	7	1	..	1	7	....	....	..	..	..	..	..	..	..	1	..	1	..	..	1	2	1	2	..	..	..	1	3	..	..	1	..	1	1	1	..	..	8
3. Softening of the Brain	....	1	....	....	1	....	....	1	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	1
4. Paralysis without specified cause	....	1	....	....	1	....	....	1	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	1
5. Epilepsy	1	....	....	....	1	....	....	1	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	1	..	1
6. Other Nervous Diseases	1	1	....	2	....	....	1	1	....	....	..	..	..	..	..	..	1	..	..	..	..	..	..	..	1	..	..	..	..	..	..	1	1	..	..	..	..	..	..	..	2
Total	6	10	....	10	6	....	5	11	..	1	..	..	..	..	..	..	3	1	..	1	..	..	1	2	4	2	1	..	..	2	3	2	1	1	..	2	1	2	2	..	16
IV. CIRCULATORY SYSTEM.																																								
1. Organic Heart Diseases	8	4	....	12	....	....	1	11	....	....	..	..	..	..	..	..	1	1	..	..	..	..	2	3	4	1	..	..	..	..	..	2	..	2	..	1	2	1	2	2	12
2. Angina Pectoris	2	....	....	1	1	....	....	2	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	1	..	..	..	..	1	..	..	..	..	..	..	1	..	2
3. Dis. of the Arteries, Atheroma, Aneurism, etc.	2	1	....	2	1	....	....	3	....	....	..	..	..	..	..	..	..	1	..	..	..	..	..	..	2	..	..	..	..	..	..	2	..	..	..	..	1	..	..	..	3
Total	12	5	....	15	2	....	1	16	....	....	..	..	..	..	..	..	1	2	..	..	..	..	2	3	7	1	1	..	..	..	..	5	..	2	..	1	3	1	3	2	17
V. RESPIRATORY SYSTEM.																																								
1. Acute Bronchitis	....	1	....	....	1	....	....	1	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	1	..	..	1
2. Pneumonia	9	4	....	7	6	....	6	7	....	....	2	..	..	..	..	..	..	..	..	1	..	..	2	2	3	2	1	1	1	3	2	3	1	1	..	..	1	..	..	..	13
3. Pleurisy	....	1	....	1	....	....	1	....	....	....	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	1
4. Congestion of the Lungs (incl. pul. apoplexy)	....	2	....	2	....	....	....	2	....	....	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	1	..	..	..	..	..	1	..	..	..	1	..	..	..	2
5. Asthma and Emphysema	1	....	....	....	1	....	....	1	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	1	..	..	..	..	..	..	..	..	..	1
Total	10	8	....	10	8	....	7	11	....	....	2	..	..	..	..	..	..	1	1	..	1	..	..	2	2	5	3	1	1	1	4	2	5	1	1	..	1	2	..	..	18
VI. DIGESTIVE SYSTEM.																																								
1. Infantile Diarrhœa and Cholera Infantum	5	3	....	8	....	....	8	....	....	8	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	6	2	..	..	..	8
2. Dysentery	....	2	....	....	2	....	....	2	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	1	..	..	..	..	1	..	..	..	..	1	..	..	2
3. Hernia and Intestinal obstructions	1	1	....	1	1	....	....	2	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	2	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	1	2
4. Diseases of the Liver	1	....	....	1	....	....	1	....	....	....	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	1
5. Peritonitis (not puerperal)	1	1	....	1	1	....	1	1	....	....	..	..	..	..	..	..	..	..	1	1	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	1	..	..	..	..	2
6. Iliac Abscess and Appendicitis	....	1	....	....	1	....	1	....	....	....	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	1
Total	8	8	....	11	5	....	10	6	....	8	..	..	..	..	..	..	1	..	1	2	..	..	..	2	..	1	1	1	..	2	1	..	..	..	7	3	1	1	..	16
VII. GENITO-URINARY SYSTEM.																																								
1. Bright's Disease	3	3	....	3	3	....	1	5	....	....	..	..	..	..	..	..	..	..	..	..	1	1	1	3	..	..	..	..	..	..	1	..	1	1	..	..	..	1	1	1	6
2. Other Diseases of the Kidneys and Adnexa	1	....	....	1	....	....	1	....	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	1	1
Total	4	3	....	4	3	....	2	5	....	....	..	..	..	..	..	..	..	..	..	..	1	1	1	3	1	..	..	..	..	..	1	..	1	1	..	..	..	1	1	2	7
VIII. PUERPERAL DISEASES.																																								
(No Cases in this Class.)																																								
IX. DISEASES OF THE SKIN.																																								
(No Cases in this Class.)																																								

	Sex.			Nativity.			Social Conditions.			Ages.																															Months.												Totals.
										Under 5.																																											
General Diseases.	Male.	Female.	Not stated.	Canada.	Foreign.	Not stated.	Single.	Married.	Not stated.	0.1	1.	2.	3.	4.	5-9.	10-14.	15-19.	20-24.	25-29.	30-34.	35-39.	40-44.	45-49.	50-59.	60-69.	70-79.	80 and over.	Not given.	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.												
Number of Column.	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40												
I. COMMUNICABLE (EPIDEMIC) DISEASES.																																																	
1. Typhoid Fever	4	2	....	4	2	....	3	3	....	....	..	..	..	..	..	..	1	1	1	2	..	..	..	1	..	..	..	..	..	..	..	1	..	..	1	..	..	1	..	2	1										6
2. Measles	2	1	....	3	....	....	3	....	....	....	2	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	1	1	..	..	..	..	..	..	..	..	..												3
3. Whooping Cough	3	1	....	4	....	....	4	....	....	2	1	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	3	1	..	..	..	..	..	..	..	..	..	..												4
4. Diphtheria and Croup	1	2	..	3	....	....	3	....	....	....	..	1	..	1	1	..	..	..	..	..	..	..	..	..	..	..	..	..	2	..	..	..	..	..	..	..	..	..	..	1												3
Total	10	6	....	14	2	....	13	3	....	2	3	1	..	3	1	..	1	1	1	2	..	..	..	1	..	..	..	..	3	4	3	..	..	1	..	..	1	..	2	2												16

CAUSES OF DEATHS BY TOWNS IN 1906.—CORNWALL.

CORNWALL.—*Concluded.*

Number of Column.	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41
II. OTHER GENERAL DISEASES.																																									
1. Pyæmia and Septicæmia	1	4	....	4	1	....	1	4	....	1	..	..	..	..	..	..	1	..	1	..	1	..	..	.	1	..	..	..	1	..	1	..	..	..	..	1	1	..	1	..	5
2. Tuberculosis and Scrofula	8	7	....	13	2	....	9	6	....	3	..	..	1	..	1	..	1	..	3	2	..	2	..	1	1	..	..	..	..	1	1	4	..	..	4	1	..	3	2	2	15
3. Anæmia	....	1	....	1	....	....	....	1	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	1
4. Cancer	3	7	....	7	3	....	1	9	....	....	..	..	..	..	..	..	..	..	..	..	..	..	2	1	5	2	..	..	1	..	2	..	1	..	2	..	1	1	1	1	10
Total	12	19	....	25	6	...	11	20	....	4	..	..	1	..	1	..	2	..	4	2	1	2	2	3	7	2	..	..	2	1	4	5	1	..	3	2	2	4	4	3	31
Local Diseases.																																									
III. NERVOUS SYSTEM.																																									
1. Meningitis	1	3	....	4	....	....	3	1	....	....	1	..	..	..	1	..	..	..	..	1	..	..	..	..	1	..	..	..	..	1	1	..	..	..	1	..	1	..	..	..	4
2. Congestion and Hemorrhage of the Brain	2	6	....	4	1	....	....	8	..	....	..	..	..	..	..	..	..	..	..	..	1	..	1	..	4	2	..	..	..	..	..	2	..	1	..	..	1	2	..	2	8
3. Paralysis without specified cause	2	2	....	4	....	....	1	3	....	....	..	..	..	..	..	..	..	..	..	..	1	..	1	..	1	..	1	..	1	..	..	..	1	..	..	..	..	1	..	..	4
4. Insanity	1	....	....	1	....	....	1	....	....	....	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	1
5. Epilepsy	1	....	....	1	....	....	1	....	....	....	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	1
6. Convulsions (not puerperal)	....	3	....	3	....	....	3	....	....	....	..	1	1	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	1	..	..	1	..	..	..	..	1	..	..	3
7. Tetanus	...	1	....	1	....	....	1	....	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	1
Total	7	15	....	18	4	....	10	12	....	....	1	1	1	..	1	1	1	1	..	1	2	..	2	1	6	2	1	..	1	2	1	3	3	1	1	2	5	..	2	22
IV. CIRCULATORY SYSTEM.																																									
1. Organic Heart Diseases	1	5	....	5	1	....	3	2	1	....	..	..	..	..	1	1	..	..	1	..	..	..	..	..	2	1	..	..	1	..	..	2	1	1	..	..	..	1	..	..	6
2. Diseases of Arteries, Atheroma, Aneurism, etc.	1	..	....	1	....	....	....	1	..	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	1
3. Other Diseases of the Circulatory System	....	1	....	1	....	....	....	1	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	1
Total	2	6	....	7	1	..	3	4	1	....	..	..	..	..	1	1	..	..	1	..	..	..	..	1	2	2	..	..	1	..	..	2	1	2	..	..	..	1	..	1	8
V. RESPIRATORY SYSTEM.																																									
1. Acute Bronchitis	1	1	....	2	....	....	2	....	....	2	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	1	..	..	2
2. Chronic Bronchitis	1	....	....	1	....	....	1	....	....	....	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	1
3. Broncho-pneumonia	1	3	....	4	....	....	4	....	....	2	1	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	1	1	..	..	..	..	..	1	..	4
4. Pneumonia	6	8	....	11	3	....	5	9	..	1	1	2	1	..	..	..	..	..	..	1	..	..	1	1	3	..	3	..	1	2	5	..	3	..	..	..	..	1	2	..	14
Total	9	12	....	18	3	....	12	9	....	5	2	2	2	..	1	..	..	..	..	1	..	..	1	1	3	..	3	..	3	2	5	2	4	.	..	..	..	2	3	..	21
VI. DIGESTIVE SYSTEM.																																									
1. Other Diseases of Stomach (cancer excepted)	1	....	....	1	....	....	....	1	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	1
2. Infantile Diarrhœa and Cholera Infantum	1	4	....	5	....	....	5	....	....	5	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2	2	1	..	..	..	5
3. Diarrhœa and Enteritis (not infantile)	1	....	....	1	....	....	1	....	....	....	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	1
4. Hernia and Intestinal obstructions	2	1	....	3	....	....	1	2	....	....	..	..	..	..	..	..	..	1	..	..	..	..	..	..	2	..	..	..	1	1	..	..	..	..	..	..	..	1	..	..	3
5. Diseases of the Liver	....	1	....	1	....	....	....	1	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	1	..	..	..	..	..	1
6. Peritonitis (not puerperal)	1	1	...	2	....	....	2	....	....	....	..	..	..	1	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	1	..	..	..	..	2
7. Iliac Abscess (Typhlitis, Perityphlitis, Appendicitis)	6	3	....	6	3	....	5	4	....	....	..	..	..	..	..	4	..	1	1	1	..	..	2	..	..	..	..	..	1	..	..	1	1	..	2	..	..	..	2	2	9
Total	12	10	....	19	3	....	14	8	....	5	..	..	..	2	..	4	1	2	1	1	..	..	2	2	1	1	..	..	2	1	..	1	1	..	8	3	1	1	2	2	22

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General Diseases.	Sex.			Nativity.			Social Con.			Ages.																												Months.												Totals.
										Under 5.																																									
Number of Column.	Male.	Female.	Not stated.	Canada.	Foreign.	Not stated.	Single.	Married.	Not stated.	0.1	1.	2.	3.	4.	5–9.	10–14.	15–19.	20–24.	25–29.	30–34.	35–39.	40–44.	45–49.	50–59.	60–69.	70–79.	80 and over.	Not given.	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.											
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41
I. COMMUNICABLE (EPIDEMIC) DISEASES.																																																
1. Typhoid Fever	2	3	....	4	....	1	1	4	...	....	..	..	..	..	..	..	1	..	1	..	..	1	1	1	..	..	..	..	..	..	..	1	1	..	1	..	..	2	..	5
2. Scarlet Fever	1	....	....	....	1	....	1	....	....	....	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	1
3. Diphtheria and Croup	....	1	....	1	....	....	1	....	....	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	1
Total	3	4	....	5	1	1	3	4	....	1	..	..	..	..	1	..	..	1	..	1	..	..	1	1	1	..	..	..	..	..	1	..	1	1	..	1	..	..	2	..	7
II. OTHER GENERAL DISEASES.																																															
1. Pyæmia and Septicæmia	....	2	....	2	....	....	....	1	1	....	..	..	..	..	..	..	..	..	..	..	..	1	..	1	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	1	..	2
2. Tuberculosis and Scrofula	2	3	....	4	1	....	5	....	....	1	..	..	..	..	..	..	1	1	1	..	..	..	..	1	..	..	..	..	..	..	1	2	..	..	..	1	1	..	..	..	..	5
3. Anæmia	1	1	....	1	1	....	....	2	....	....	..	..	..	..	..	..	..	..	..	..	..	1	..	..	1	..	..	..	..	..	..	..	..	..	..	1	..	..	..	1	..	2
4. Cancer	4	3	....	5	2	....	1	5	1	....	..	..	..	..	..	..	..	..	..	..	..	1	..	2	2	1	..	1	..	..	..	..	..	2	1	1	..	1	1	..	7
5. Rheumatism and Gout	1	....	....	....	1	....	1	....	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	1
6. Other General Diseases	....	1	....	1	....	....	1	....	....	....	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	1
Total	8	10	....	13	5	....	8	8	2	1	..	..	..	..	..	1	1	1	1	..	..	3	..	4	4	1	..	1	..	2	3	..	..	3	3	2	..	1	3	1	18
Local Diseases.																																															
III. NERVOUS SYSTEM.																																															
1. Meningitis	1	3	....	4	....	....	4	....	....	1	2	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	1	..	2	..	..	4
2. Congestion and Hemorrhage of the Brain	2	4	....	3	1	2	1	5	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	1	1	2	2	..	1	..	2	..	2	..	..	..	..	..	..	1	6
3. Paralysis without specified cause	1	1	....	1	1	....	1	1	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	1	1	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	1	2
4. Convulsions (not puerperal)	1	....	....	1	....	....	1	....	....	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	1
5. Other Nervous Diseases	1	2	....	2	....	1	2	1	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	1	1	..	..	1	..	..	1	..	..	..	..	..	..	1	..	1	3
Total	6	10	....	11	2	3	9	7	....	2	2	..	..	..	..	..	1	..	..	..	..	..	..	3	3	2	2	1	..	2	2	3	..	2	..	..	1	..	3	..	3	16
IV. CIRCULATORY SYSTEM.																																															
1. Pericarditis	1	....	....	....	1	....	1	....	....	....	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	1
2. Endocarditis	1	....	....	1	....	....	....	1	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	1
3. Organic Heart Diseases	3	4	....	2	4	1	....	7	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	2	2	2	..	..	..	..	1	1	1	..	2	..	1	..	1	7
4. Dis. of the Arteries, Atheroma, Aneurism, etc	....	1	..	1	....	....	....	1	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	1	..	..	1
Total	5	5	....	4	5	1	1	9	....	....	..	..	..	..	1	..	..	..	..	..	..	..	..	1	2	4	2	..	1	..	..	1	1	1	..	3	..	2	..	1	10

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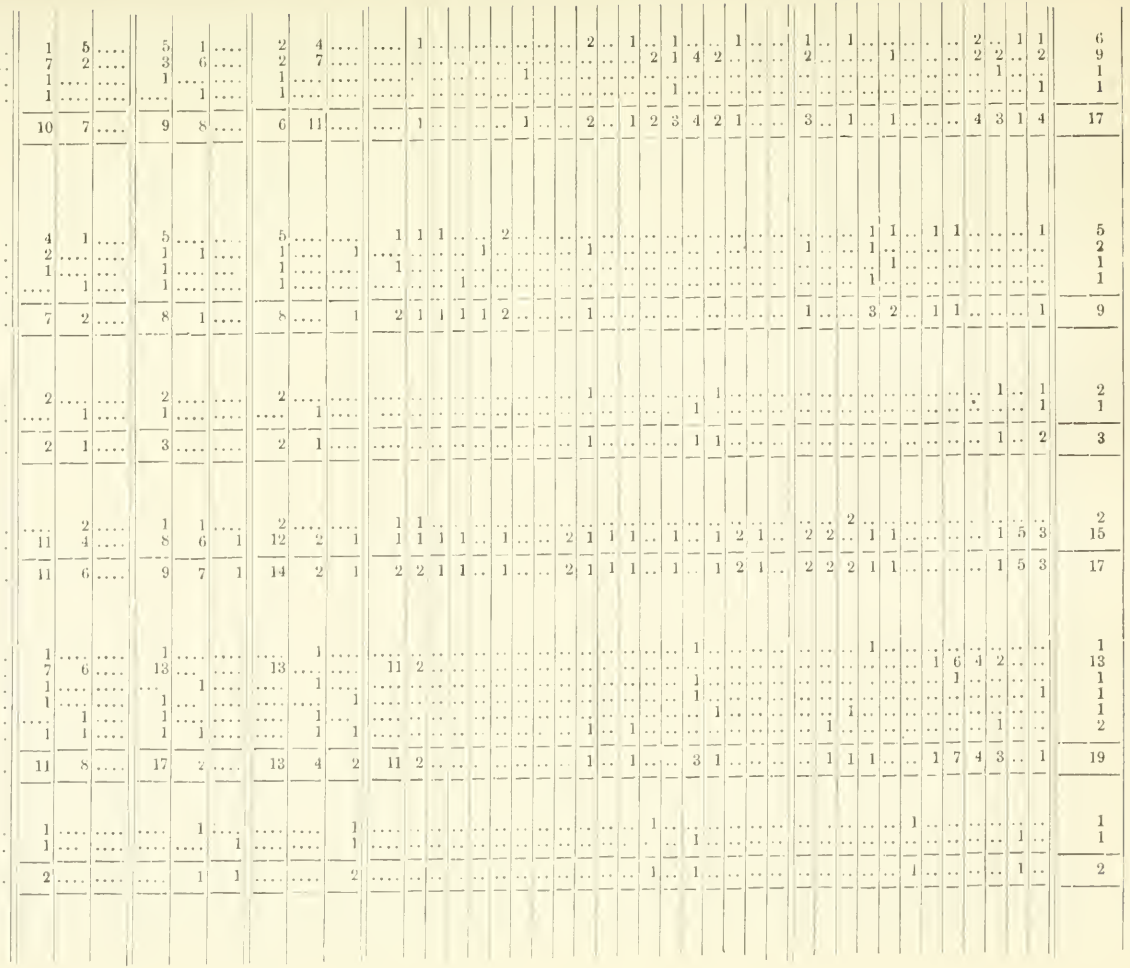
GALT—*Concluded.*

Number of Column.	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	38	34	35	36	37	38	39	40	41
XIV. ILL-DEFINED CAUSES.																																									
1. Dropsy	1	....	....	....	1	....	....	1	....	....	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	1	..	..	..	..	1	..	..	..	..	..	..	..	1	1	3
2. Other Ill-defined causes	2	1	....	....	2	1	1	....	....	....	..	..	..	..	..	..	..	..	..	1	..	1	..	..	..	1	..	1	..	..	1	..	..	1	1	..	..	..	1	..	3
3. Heart Failure	1	2	....	1	....	....	..	6	....	....	..	..	..	..	..	..	..	..	..	..	1	1	..	..	1	3	1	..	..	..	2	..	..	1	1	..	..	1	1	1	7
Total	4	3	....	1	5	1	1	6	....	....	..	..	..	..	..	..	..	..	..	1	1	..	..	..	1	3	1	..	..	..	2	..	..	1	1	..	..	1	1	1	7
Total from all causes	64	69	....	80	43	10	60	69	4	32	3	....	....	1	2	....	3	3	3	5	2	6	4	14	19	20	14	2	10	12	18	7	7	11	11	13	9	14	10	11	133

CAUSES OF DEATHS BY COUNTIES IN 1906.—KENORA.

General Diseases.	Sex.			Nativity.			Social Con.			Ages.																				Months.												Totals.
										Under 5.																																
	Male.	Female.	Not stated.	Canada.	Foreign.	Not stated.	Single.	Married.	Not stated.	0.1	1.	2.	3.	4.	5–9.	10–14.	15–19.	20–24.	25–29.	30–34.	35–39.	40–44.	45–49.	50–59.	60–69.	70–79.	80 and over.	Not given.	Jan.	Feb.	March	April	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.	
Number of Column.	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41
I. COMMUNICABLE (EPIDEMIC) DISEASES.																																									
1. Typhoid Fever	20	7	....	5	22	....	12	6	9	....	..	..	2	..	1	..	1	6	8	4	2	2	..	1	..	..	..	..	1	..	1	1	2	2	..	2	..	7	6	5	27
2. Whooping Cough	1	....	....	1	....	....	1	....	....	....	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2	..	..	..	..	1	..	1	..	2	..	1	6
3. Diphtheria and Croup	3	3	....	6	....	....	6	....	....	....	..	..	2	..	2	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	1
4. Influenza	1	....	....	1	....	....	1	....	....	....	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Total	25	10	....	13	22	....	20	6	9	....	2	..	4	1	4	..	1	6	8	4	2	2	..	1	..	..	..	..	1	2	1	1	2	3	..	3	..	7	9	6	35



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KENORA.—*Concluded*

Number of Column.	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41
IX. DISEASES OF THE SKIN.																																									
(No Cases in this Class).																																									
X. LOCOMOTOR SYSTEM.																																									
(No Cases in this Class).																																									
XI. MALFORMATIONS, ETC.																																									
1. Congen. Debility and Malformations	4	7	....	11	....	....	11	....	....	11	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2	1	1	1	..	..	2	1	1	..	2	..	11
2. Senile Decay	2	4	....	2	3	1	....	5	1	....	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	5	..	..	..	..	..	..	1	1	..	1	1	..	..	2	6
Total	6	11	....	13	3	1	11	5	1	11	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	5	..	..	2	1	1	1	1	1	2	2	2	..	2	2	17
XII. SUICIDE.																																									
1. Not Stated	1	....	....	....	1	....	....	1	....	....	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	1
Total	1	....	....	....	1	....	....	1	....	....	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	1
XIII. ACCIDENTS.																																									
1. Fractures and Dislocations	6	....	....	2	3	1	2	1	3	....	..	..	..	..	1	..	..	1	1	1	..	1	..	1	..	..	..	..	..	1	1	..	..	..	..	1	..	..	2	1	6
2. Drowning	9	1	....	1	8	1	6	1	3	....	..	..	..	..	..	..	1	2	2	1	2	..	1	..	..	1	..	..	..	..	..	1	..	1	2	3	..	3	..	..	10
3. Railways	12	....	....	1	11	....	4	1	7	....	..	..	..	..	..	..	1	2	2	3	1	..	1	..	..	..	..	2	..	..	1	..	5	..	1	1	..	1	3	..	12
4. Other accidents	1	....	....	....	1	....	....	....	1	....	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	1
5. Explosions	22	..	....	1	18	3	2	3	17	....	..	..	..	..	..	..	..	2	3	6	6	4	..	1	..	..	..	..	4	3	2	4	1	..	..	..	3	..	..	5	22
Total	50	1	....	5	41	5	14	6	31	....	..	..	..	..	1	..	2	7	8	11	9	5	2	3	.	1	..	2	4	1	4	5	6	1	4	5	3	4	5	6	51
XIV. ILL-DEFINED CAUSES.																																									
1. Dropsy	1	1	....	....	2	....	....	2	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	2	..	..	..	..	..	..	..	..	..	..	..	..	1	..	1	..	2
2. Heart Failure	5	....	....	1	4	....	1	3	1	....	..	..	..	..	..	..	..	..	1	..	..	..	1	2	1	..	..	..	..	1	..	1	..	..	..	1	1	..	1	..	5
Total	6	1	....	1	6	....	1	5	1	....	..	..	..	..	..	..	..	..	1	..	..	..	1	4	1	..	..	..	..	1	..	1	..	..	..	1	2	..	2	..	7
Total from all causes	131	47	....	78	92	8	89	41	48	26	8	2	6	2	8	1	3	15	23	16	15	10	7	12	7	4	6	2	13	11	10	13	13	6	8	19	15	20	25	..	178

CAUSES OF DEATHS BY TOWNS IN 1906.—LINDSAY.

General Diseases.	Sex.			Nativity.			Social Con.			Ages.																										Months.												Totals.
										Under 5.																																								
	Male.	Female.	Not stated.	Canada.	Foreign.	Not stated.	Single.	Married.	Not stated.	0.1	1.	2.	3.	4.	5-9.	10-14.	15-19.	20-24.	25-29.	30-34.	35-39.	40-44.	45-49.	50-59.	60-69.	70-79.	80 and over.	Not given.	Jan.	Feb.	March.	April	May.	June.	July.	Aug.	Sept.	Oct	Nov.	Dec.	
Number of Column.	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41
I. COMMUNICABLE (EPIDEMIC) DISEASES.																																														
1. Typhoid Fever	1	1	....	2	....	....	2	....	....	....	..	..	..	..	..	..	..	2	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	1	..	2
2. Diphtheria and Croup	2	....	....	2	....	....	2	....	....	....	..	..	..	1	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	1	2
Total	3	1	....	4	....	....	4	....	....	....	..	..	..	1	1	..	..	2	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	2	1	4
II. OTHER GENERAL DISEASES.																																														
1. Pyæmia and Septicæmia	1	1	....	1	1	....	1	1	....	....	..	..	..	..	..	..	..	1	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	1	..	..	..	..	2
2. Tuberculosis and Scrofula	2	5	....	6	1	....	3	4	....	....	..	..	..	..	..	..	1	3	..	1	..	..	1	..	..	1	..	..	..	1	..	..	..	..	..	1	1	2	2	..	7
3. Anæmia	....	1	....	....	1	....	....	1	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	1
4. Syphilis	1	....	....	1	....	....	1	....	....	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	1
5. Cancer	3	1	....	2	2	....	1	3	....	....	..	..	..	..	..	..	..	..	..	..	..	..	1	..	1	2	..	..	..	..	1	..	..	..	..	..	1	..	2	..	4
6. Diabetes	1	....	....	1	....	....	1	....	....	....	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	1
7. Other General Diseases	2	....	....	2	....	....	1	1	....	....	1	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	1	2
Total	10	8	....	13	5	....	8	10	....	1	1	..	..	..	..	..	1	5	1	1	..	1	1	2	2	2	..	..	..	3	..	..	1	..	1	2	1	2	6	2	18
Local Diseases.																																													
III. NERVOUS SYSTEM.																																														
1. Congestion and Hemorrhage of Brain	....	1	....	....	1	....	....	1	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	1	..	..	..	..	..	..	..	..	..	1
2. Paralysis without specified cause	....	3	....	1	2	....	....	3	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	3	..	..	..	1	..	1	..	..	..	..	..	1	..	..	3
3. Other Nervous Diseases	1	2	....	2	1	....	....	2	1	....	..	..	..	..	..	..	..	..	..	1	..	..	..	1	..	..	..	1	..	..	..	..	1	..	1	1	..	..	..	..	3
Total	1	6	....	3	4	....	....	6	1	....	..	..	..	..	..	..	..	..	..	1	..	..	..	1	..	4	..	1	..	1	1	1	1	..	1	1	..	1	..	..	7
IV. CIRCULATORY SYSTEM.																																														
1. Endocarditis	....	1	....	1	....	....	....	1	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	1
2. Organic Heart Diseases	2	4	....	5	1	....	2	4	....	....	..	..	..	..	..	1	..	1	..	..	..	1	..	..	..	2	1	..	1	1	1	..	..	..	..	1	..	2	..	..	6
Total	2	5	....	6	1	....	2	5	....	....	..	..	..	..	..	1	..	1	..	..	..	1	..	..	1	2	1	..	1	2	1	..	..	..	..	1	..	2	..	..	7
V. RESPIRATORY SYSTEM.																																														
1. Broncho-pneumonia	....	1	....	1	....	....	1	....	....	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	1
2. Pneumonia	3	....	....	2	1	....	....	3	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	1	1	..	1	..	..	..	1	1	..	..	..	..	..	..	..	3
3. Congestion of the Lungs (includ. Pul. Apop.)	2	....	....	1	1	....	1	....	1	....	..	..	..	..	..	..	..	..	..	..	1	..	..	..	1	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	1	2
4. Asthma and Emphysema	....	1	....	1	....	....	1	....	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	1
5. Other diseases of the Respiratory System	1	....	....	1	....	....	1	....	....	....	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	1
Total	6	2	....	6	2	....	4	3	1	1	..	..	..	..	..	..	..	..	..	..	1	..	1	1	2	1	1	..	2	..	..	..	1	1	2	..	..	..	1	..	1	8

LINDSAY—*Concluded.*

Number of Column.	1	2	3	4	5	6	7	8	9	10	11	22	13	14	15	16	17	18	19	20	21	22	23	24	25	36	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41
VI. DIGESTIVE SYSTEM.																																									
1. Other Diseases of Stomach (Cancer excepted)	1	....	....	1	....	....	1	....	....	....	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	1
2. Diseases of the Liver	1	1	....	2	....	....	1	1	....	....	..	..	..	..	..	..	..	..	..	..	1	..	..	1	..	..	..	..	..	1	..	..	..	..	..	1	..	..	..	..	2
3. Peritonitis (not puerperal)	1	1	....	2	....	....	1	1	....	....	..	..	..	..	..	..	..	..	..	1	..	..	..	1	..	..	..	..	..	2	..	..	..	..	..	..	..	..	..	..	2
Total	3	2	....	5	....	....	3	2	....	....	..	..	..	..	..	..	..	..	..	1	..	1	..	2	1	..	..	..	..	3	..	..	1	..	..	1	..	..	..	..	5
VII. GENITO-URINARY SYSTEM.																																								
1. Diseases of the Bladder	1	....	....	....	1	....	....	1	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	1
2. Other Diseases of the Uterus	....	2	....	2	....	....	....	2	....	....	..	..	..	..	..	..	..	..	1	..	..	..	..	1	..	..	..	..	..	1	..	..	..	..	..	..	..	1	..	..	2
Total	1	2	....	2	1	....	....	3	....	....	..	..	..	..	..	..	..	..	1	..	..	..	..	1	1	..	..	..	..	1	..	1	..	..	..	..	1	..	..	..	3
VIII. PUERPERAL DISEASES.																																								
1. Other accidents of Pregnancy (sudden death)	....	2	..	2	....	....	....	2	....	....	..	..	..	..	..	..	..	..	..	2	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	1	2
Total	....	2	....	2	....	....	....	2	....	....	..	..	..	..	..	..	..	..	..	2	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	1	2
IX. THE SKIN. (No cases in this Class.)																																								
X. LOCOMOTOR SYSTEM. (No cases in this Class).																																								
XI. MALFORMATIONS, ETC.																																								
1. Still-Births	9	4	....	13	....	....	13	....	....	13	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	1	..	..	3	1	5	..	..	1	..	1	13
2. Congenital Debility and Malformations	5	4	....	9	....	....	9	....	....	9	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2	1	..	1	1	..	2	..	..	1	1	..	9
3. Other Diseases of Infancy	....	1	....	1	....	....	1	....	....	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	1
4. Senile Decay	5	7	....	3	9	....	....	12	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	11	..	..	2	..	2	1	3	..	2	..	1	..	1	12
Total	19	16	....	26	9	....	23	12	....	23	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	11	..	3	4	..	3	5	5	7	2	..	3	1	2	35
XII. SUICIDE. (No cases in this Class).																																								
XIII. ACCIDENTS.																																								
1. Drowning	1	....	....	1	....	....	1	....	....	....	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	1
2. Railways	1	....	....	....	1	....	....	1	....	....	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	1
3. Other accidents	1	....	..	1	....	....	1	....	....	....	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	1
Total	3	....	....	2	1	....	2	1	....	....	..	..	..	..	..	..	1	..	2	..	..	..	..	..	..	..	..	..	..	..	..	..	1	1	..	..	..	..	..	1	3
XIV. ILL-DEFINED CAUSES.																																								
1. Heart Failure	1	....	....	1	....	....	....	....	1	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	1	..	..	..	..	1
Total	1	....	....	1	....	....	....	....	1	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	1	..	..	..	..	1
Total from all causes	49	44	..	70	23	..	46	44	3	25	1	..	..	..	1	1	1	2	8	4	3	3	3	2	7	8	9	14	1	6	11	5	6	9	9	10	8	2	10	9	8	93

CAUSES OF DEATHS BY TOWNS IN 1906.—OWEN SOUND

General Diseases	Sex.			Nativity.			Social con.			Ages.																						Months.												Totals.
										Under 5.					5-9.	10-14.	15-19.	20-24.	25-29.	30-34.	35-39.	40-44.	45-49.	50-59.	60-69.	70-79.	80 & over.	Not given																
	Male.	Female.	Not stated.	Canada.	Foreign.	Not stated.	Single.	Married.	Not stated.	0.1	1.	2.	3.	4.															Jan.	Feb.	March.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.	
Number of Column.	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	26	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41
I. COMMUNICABLE (EPIDEMIC) DISEASES.																																									
1. Typhoid Fever	6	1	....	6	1	....	5	1	1	....	..	..	..	..	1	..	..	1	3	..	..	..	1	1	..	..	..	..		..	..	..	..	..	..	1	1	4	1	..	7
2. Scarlet Fever	....	1	....	1	....	....	....	1	....	....	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..		..	..	..	..	..	..	..	1	..	..	..	1
3. Diphtheria and Croup	2	1	....	3	....	....	3	....	....	1	..	2	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..		1	..	1	..	..	..	..	..	..	..	..	3
4. Influenza	....	1	....	1	....	....	1	....	....	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..		..	..	1	..	..	..	..	1	..	..	..	1
5. Other Epidemic Diseases	1	....	....	1	....	....	1	....	....	....	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..		..	1	..	..	..	..	..	..	..	..	..	1
Total	9	4	....	12	1	....	10	2	1	2	..	2	1	..	1	..	..	2	3	..	..	..	1	1	..	..	..	..		1	1	..	2	..	..	2	2	4	1	..	13
II. OTHER GENERAL DISEASES.																																									
1. Tuberculosis and Scrofula	9	9	....	18	....	....	9	9	....	....	..	1	..	..	..	..	5	2	2	3	1	3	1	..	..	..	..	..		2	2	2	..	..	..	2	1	2	3	1	3	18
2. Anaemia	....	2	....	1	1	....	....	2	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	1	1	..	..	..		..	..	..	..	1	..	..	..	..	1	..	..	2
3. Cancer	2	8	....	9	1	....	1	8	1	....	..	..	..	..	1	..	..	2	1	3	2	..	1	..	..	..	..	..		2	8	..	..	..	..	..	1	2	..	2	10
4. Rheumatism and Gout	1	....	....	1	....	....	....	1	....	....	..	..	..	..	..	..	..	..	1	..	..	..	1	..	..	..	..	..		..	..	..	..	..	..	..	1	..	..	..	1
5. Diabetes	1	....	....	....	1	....	....	....	1	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..		..	..	..	..	..	..	1	..	..	..	..	1
Total	13	19	....	29	3	....	10	20	2	....	..	1	..	..	..	..	5	2	2	4	1	5	3	4	3	..	2	..		4	5	2	..	..	1	2	2	4	5	2	5	32
Local Diseases.																																									
III. DISEASES OF NERVOUS SYSTEM, ETC.																																									
1. Meningitis	3	1	....	4	....	....	4	....	....	1	..	..	..	..	1	..	..	1	1	..	..	..	..	..	..	..	..	..		..	..	3	..	..	..	..	..	1	..	..	4
2. Congestion and Hemorrhage of the Brain	4	2	....	2	4	....	....	6	....	....	..	..	..	..	..	..	..	1	..	..	..	..	1	..	1	2	1	..		1	1	..	2	..	..	..	..	1	1	..	..	6
3. Softening of the Brain	....	1	....	1	....	....	....	1	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..		..	..	..	..	..	..	..	..	..	..	..	..	1
4. Paralysis without Specified Cause	5	2	....	2	5	....	....	7	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..		..	..	..	..	..	..	..	..	..	..	..	1	1
5. Insanity	....	1	....	1	....	....	....	1	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2	3	2	..		2	..	1	..	..	1	1	1	..	1	..	..	7
6. Convulsions (not puerperal)	2	1	....	3	....	....	3	....	....	....	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..		..	..	..	..	..	..	..	..	..	1	..	..	1
7. Other Nervous Diseases	2	....	....	2	....	....	2	....	....	3	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..		..	..	1	..	1	..	..	1	..	..	..	..	3
										....	..	..	..	..	..	..	1	..	1	..	..	..	..	..	..	..	..	..		..	..	1	..	1	..	..	..	..	..	..	..	2
Total	16	8	....	15	9	....	9	15	....	4	..	..	..	..	1	..	1	1	3	..	..	..	2	..	3	5	4	..		3	1	6	2	1	2	1	2	1	3	1	1	24
IV. CIRCULATORY SYSTEM.																																									
1. Endocarditis	2	2	....	2	2	....	....	4	....	....	..	..	..	..	..	..	..	..	..	1	1	..	..	1	..	1	..	..		..	..	..	..	1	..	..	..	..	2	1	..	4
2. Organic Heart Disease	9	9	....	9	9	....	4	14	....	....	..	..	..	..	..	..	..	..	..	1	2	3	3	3	4	2	..	..		1	3	2	2	2	1	3	1	1	1	1	18
3. Diseases of the Arteries, Athermo, Aneurism, etc	1	....	....	1	....	....	1	....	....	....	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..		1	..	..	..	..	..	..	..	..	..	..	1
4. Other Diseases of the Circulatory System	2	....	....	....	2	....	....	2	....	....	..	..	..	..	..	..	..	..	2	..	..	..	..	..	..	..	..	..	..		..	..	..	..	..	..	..	..	2	..	..	2
Total	11	11	....	12	13	....	5	20	....	....	..	..	..	..	..	..	1	..	3	2	2	3	4	3	5	2	..	..		1	1	3	2	2	3	1	3	1	1	5	2	25

OWEN SOUND.—*Continued.*

Number of Column.	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41
V. RESPIRATORY SYSTEM.																																									
1. Acute Bronchitis	1	2	....	2	1	....	2	1	....	2	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	1	1	..	..	..	..	1	..	..	..	3
2. Chronic Bronchitis	1	....	....	....	1	....	....	1	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	1	..	1
3. Broncho-pneumonia	1	3	....	4	....	....	3	1	....	1	1	..	..	..	..	..	..	..	..	..	1	..	..	..	1	..	..	..	..	..	..	..	..	1	..	1	..	1	..	1	4
4. Pneumonia	1	3	....	3	1	....	2	2	....	....	..	1	1	..	..	1	..	..	..	..	..	..	..	..	..	1	..	..	..	..	1	..	1	1	..	..	1	..	..	..	4
5. Congestion of the Lungs (incl. pul. apoplexy)	2	....	....	2	....	....	2	....	....	....	..	..	..	..	1	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	2	..	..	..	..	..	..	..	..	..	2
Total	6	8	....	11	3	....	9	5	....	3	1	1	1	..	1	..	1	..	1	..	1	..	..	..	2	2	..	..	..	3	2	..	2	1	1	1	2	1	1	14
VI. DIGESTIVE SYSTEM.																																								
1. Other Diseases of Stomach (cancer excepted)	1	....	....	1	....	....	....	1	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	1
2. Infantile Diarrhœa and Cholera Infantum	3	10	....	13	..	....	13	....	....	11	2	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	1	8	2	1	..	13
3. Diarrhœa and Enteritis (not infantile)	....	1	....	1	....	....	....	1	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	1	..	..	..	..	..	1	..	..	..	..	1
4. Dysentery	1	....	....	1	....	....	....	1	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1
5. Hernia and Intestinal obstructions	....	1	....	1	....	....	1	....	....	....	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	1
6. Diseases of the Liver	1	....	....	....	1	....	..	1	....	....	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	1
7. Peritonitis (not puerperal)	3	....	....	2	1	....	1	2	....	....	..	..	..	..	..	1	..	..	1	..	..	..	..	..	..	1	..	..	2	1	..	..	..	..	..	..	..	..	..	..	3
8. Iliac abscess (Typhlitis, appendicitis)	....	1	....	1	....	....	1	....	....	....	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	1
Total	9	13	....	20	2	....	16	6	....	11	2	..	..	..	..	2	1	..	..	1	..	..	1	..	3	1	..	..	2	2	..	..	1	1	..	4	8	2	1	1	22
VII. GENITO-URINARY SYSTEM.																																								
1. Bright's Disease	2	3	....	4	1	....	1	4	....	....	..	..	..	..	..	..	..	..	1	1	..	1	..	..	..	2	..	..	..	1	..	1	..	..	1	..	..	1	..	1	5
2. Other Diseases of the Kidneys and Adnexa	....	2	....	2	....	....	2	....	....	....	..	..	..	..	..	..	..	..	2	..	..	..	..	..	..	..	..	..	..	..	..	..	1	1	..	..	..	..	..	..	2
3. Diseases of the Bladder	2	....	.. .	1	1	....	....	2	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	1	..	..	..	..	..	..	1	..	..	1	..	..	..	2
Total	4	5	....	7	2	....	3	6	....	....	..	..	..	..	..	..	..	..	2	1	1	..	1	..	..	3	1	..	..	1	..	1	1	2	1	..	1	1	..	1	9
VIII. PUERPERAL DISEASES.																																								
(No Cases in this Class).																																								
IX. THE SKIN.																																								
(No Cases in this Class).																																								
X. LOCOMOTOR SYSTEM.																																								
(No Cases in this Class).																																								
XI. MALFORMATIONS, ETC.																																								
1. Still-births	5	3	....	8	....	....	8	....	....	8	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2	..	2	..	..	..	1	..	1	..	1	1	8
2. Congenital Debility and Malformations	9	6	....	15	....	....	15	....	....	15	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2	1	1	3	2	1	..	..	3	1	..	1	15
3. Senile decay	8	12	....	5	15	....	....	19	1	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	7	12	1	1	4	1	3	..	2	2	1	1	2	..	3	20
Total	22	21	....	28	15	....	23	19	1	23	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	7	12	1	5	5	4	6	2	3	3	1	5	3	1	5	43
XII. SUICIDE.																																								
(No Cases in this Class).																																								

	Sex.			Nativity.			Social Con.			Ages.																															Months.												Totals.
General Diseases.										Under 5.					5–9.	10–14.	15–19.	20–24.	25–29.	30–34.	35–39.	40–44.	45–49.	50–59.	60–69.	70–79.	80 and over.	Not given.													January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	
Number of column.	Male.	Female.	Not stated.	Canada.	Foreign.	Not stated.	Single.	Married.	Not stated.	0.1	1.	2.	3.	4.																																							
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41
I. COMMUNICABLE (EPIDEMIC) DISEASES.																																																		
1. Typhoid Fever	3	2	....	5	....	....	3	2	....	....	....	....	....	....	....	....	1	..	2	2	....	....	....	....	....	....	....	....	1	....	....	....	....	....	....	1	..	3	....	....	5
2. Influenza	1	1	....	....	1	1	....	2	....	....	....	....	....	....	....	....	....	....	....	1	....	....	....	....	....	1	....	....	..	1	..	1	....	....	....	....	....	....	....	....	....	2
Total	4	3	....	5	1	1	3	4	....	....	....	....	....	....	....	....	1	..	2	2	1	....	....	....	....	1	....	....	1	1	..	1	....	....	....	1	..	3	....	....	7
II. OTHER GENERAL DISEASES.																																																		
1. Pyæmia and Septicæmia	1	1	....	2	....	....	1	1	....	....	....	1	....	....	....	....	....	1	....	....	....	....	....	....	....	....	....	....	....	....	1	1	....	....	....	....	....	....	....	....	....	2
2. Tuberculosis and Scrofula	2	8	....	10	....	....	5	5	....	1	....	....	....	1	....	....	1	1	....	2	....	1	2	1	....	....	....	....	....	2	1	2	....	1	....	....	....	2	2	....	10
3. Cancer	2	5	....	2	5	....	1	6	....	....	....	....	....	....	....	....	....	....	....	....	....	....	1	1	3	2	....	....	....	1	1	....	....	....	....	1	1	1	1	1	7
4. Diabetes	....	2	....	2	....	....	2	....	....	....	1	1	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	1	....	....	....	....	1	....	....	2
5. Other General Diseases	....	1	....	1	....	....	....	1	....	....	....	....	....	....	....	....	....	....	....	1	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	1	1
6. Alcoholism, Acute and Chronic	1	....	....	1	....	....	1	....	....	....	....	....	....	....	....	....	1	....	....	....	....	....	....	....	....	....	....	....	....	....	1	....	....	....	....	....	....	....	....	....	1
Total	6	17	....	18	5	....	10	13	....	1	1	2	..	1	....	....	3	1	1	2	..	1	3	2	3	3	..	..	2	3	5	1	1	..	1	1	4	4	1	23

CAUSES OF DEATHS BY TOWN IN 1906.—SARNIA.

	Sex.			Nativity.			Social Con.			Ages.																															Months.												Totals.
General Diseases.										Under 5.					5–9.	10–14.	15–19.	20–24.	25–29.	30–34.	35–39.	40–44.	45–49.	50–59.	60–69.	70–79.	80 and over.	Not given.													January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	
Number of column.	Male.	Female.	Not stated.	Canada.	Foreign.	Not stated.	Single.	Married.	Not stated.	0.1	1.	2.	3.	4.																																							
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41
XIII. ACCIDENTS.																																																		
1. Drowning	3	....	....	3	....	....	2	1	....	....	....	....	....	....	1	....	....	1	1	....	....	....	....	....	....	....	....	....	....	....	....	1	..	1	....	....	....	....	1	..	..	3
2. Railways	1	....	....	1	....	....	1	....	....	....	....	....	....	....	....	....	....	....	....	1	....	....	....	....	....	....	....	....	....	....	....	1	....	....	....	....	....	....	....	....	....	1
3. Burns and Scalds	1	....	....	1	....	....	....	1	....	....	....	....	....	....	....	....	....	....	....	....	1	....	....	....	....	....	....	....	....	....	....	1	....	....	....	....	....	....	....	....	....	1
4. Other accidents	4	..	....	1	3	....	1	1	2	....	....	....	....	....	....	....	....	....	1	....	1	1	....	....	1	....	....	....	....	....	....	....	1	..	1	....	....	2	4
Total	9	....	....	6	3	....	4	3	2	....	....	....	....	....	1	....	....	2	1	2	2	....	....	1	....	....	....	....	....	....	....	2	1	1	1	..	1	1	..	2	9
XIV. ILL-DEFINED CAUSES.																																																		
1. Other Ill-Defined Causes	....	1	....	1	....	....	1	....	....	....	....	....	....	....	....	....	....	....	....	1	....	....	....	....	....	....	....	....	....	....	....	....	1	....	....	....	....	....	....	....	....	1
2. Heart Failure	....	2	....	2	....	....	....	2	....	....	....	....	....	....	....	....	....	....	....	1	....	....	....	....	1	....	....	....	....	....	....	....	1	1	....	....	....	....	....	....	....	2
Total	....	3	....	3	....	....	1	2	....	....	....	....	....	....	....	....	....	....	....	2	....	....	....	....	1	....	....	....	....	....	....	....	2	1	....	....	....	....	....	....	....	3
Total from all causes	102	92	..	143	51	..	90	98	6	43	3	4	2	..	4	2	8	8	12	12	6	10	10	9	16	23	21	1	16	16	18	17	8	17	11	15	24	22	12	18	194

Number of Column.	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41
Local Diseases.																																									
III. NERVOUS SYSTEM.																																									
1. Meningitis	1	2	....	3	....	.. .	3	....	....	1	1	..	.	1	..	..	..	..	..	..	1	..	..	2	2	1	1	..	..	..	1	1	..	..	..	1	.	..	..	..	3
2. Congestion and Hemorrhage of the Brain ..	3	4	....	4	3	....	1	6	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2	1	..	..	1	1	..	..	..	2	..	..	7
3. Softening of the Brain	2	1	....	2	1	....	2	1	..	2	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	1	..	..	..	..	..	..	1	..	..	1	..	2
4. Paralysis without specified cause	....	3	....	1	2	....	....	3	....	....	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	2	..	..	1	..	..	..	..	..	..	..	..	..	..	..	3
5. Epilepsy	1	....	....	1	....	....	1	....	....	....	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	1
Total	7	10	....	11	6	....	7	10	....	3	1	..	..	1	..	..	1	..	..	..	1	..	1	2	2	1	1	..	4	1	1	3	1	2	..	2	..	2	1	..	17
IV. CIRCULATORY SYSTEM.																																									
1. Endocarditis	....	2	....	2	....	....	....	2	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	1	..	..	..	1	..	1	..	..	..	..	..	..	..	..	..	2
2. Organic Heart Diseases	3	3	....	6	....	....	1	5	....	....	..	1	..	..	..	..	..	..	..	..	..	..	1	1	2	1	..	..	..	..	..	..	1	1	..	..	..	2	1	1	6
3. Angina Pectoris	2	....	....	2	....	....	....	2	....	....	..	..	..	..	..	..	..	..	..	..	..	..	1	..	1	..	..	..	..	..	..	1	..	..	1	..	..	..	..	..	..	2
4. Other Diseases of the Circulatory System	....	1	....	....	1	....	....	1	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	1	..	..	..	..	1
Total	5	6	...	10	1	....	1	10	....	....	..	1	..	..	..	..	..	..	..	..	..	..	2	2	3	3	..	..	..	1	1	1	1	1	1	..	2	1	1	11
V. RESPIRATORY SYSTEM.																																									
1. Acute Bronchitis	....	1	....	1	....	....	1	....	....	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	1
2. Chronic Bronchitis	1	2	....	2	1	....	1	2	....	....	..	..	..	..	..	..	..	..	..	..	1	..	..	..	1	1	..	..	1	1	..	..	..	..	..	..	..	1	..	..	3
3. Pneumonia	3	7	....	5	5	....	4	6	....	2	..	..	..	..	..	..	1	..	1	..	..	..	..	..	2	3	1	..	..	..	..	2	1	..	..	..	2	..	1	4	10
4. Other Diseases of Respiratory System	1	....	....	....	1	....	1	....	....	....	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	1
Total	5	10	....	8	7	....	7	8	....	3	..	..	..	..	..	..	1	1	1	..	1	..	..	..	2	4	2	..	..	1	2	2	1	..	..	2	2	1	4	15
VI. DIGESTIVE SYSTEM.																																									
1. Infantile Diarrhœa and Cholera Infantum	7	4	...	11	....	....	11	....	....	11	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	4	5	1	1	..	11
2. Diarrhœa and Enteritis (not Infantile)	1	....	....	1	....	....	....	1	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	1
3. Other Diseases of the Intestines	....	1	....	1	....	....	....	1	....	....	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	1
4. Diseases of the Liver	....	1	....	1	....	....	1	..	....	....	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	1
5. Peritonitis	1	....	....	1	....	....	1	....	....	....	.	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	1
6. Iliac abscess and appendicitis	3	....	....	3	....	....	2	1	....	....	..	..	..	..	..	..	..	1	1	1	..	..	..	..	..	..	..	..	..	1	..	..	..	1	..	..	1	..	..	..	3
Total	12	6	....	18	....	....	15	3	....	11	..	..	..	..	..	2	..	1	1	1	1	..	..	1	..	..	..	..	..	3	..	..	1	1	..	4	7	1	1	..	18
VII. GENITO-URINARY SYSTEM.																																									
1. Bright's Disease	5	2	....	4	3	....	1	6	....	....	..	..	..	..	..	..	..	..	..	..	1	1	..	1	2	2	..	..	1	..	1	1	1	..	..	1	2	..	..	..	7
2. Other Diseases of the Kidneys and Adnexa	1	....	....	....	1	....	....	1	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	1
Total	6	2	....	4	4	....	1	7	....	....	..	..	..	..	..	..	..	..	..	..	1	1	..	1	3	2	..	..	1	..	1	1	1	..	..	1	2	..	1	..	8

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CAUSES OF DEATHS BY TOWNS IN 1906.—SAULT STE. MARIE.

General Diseases.	Sex.			Nativity.			Social Con.			Ages.																						Months.												Totals.
										Under 5.																																		
	Male.	Female.	Not stated.	Canada.	Foreign.	Not stated.	Single.	Married.	Not stated.	0.1	1.	2.	3.	4.	5-9.	10-14.	15-19.	20-24.	25-29.	30-34.	35-39.	40-44.	45-49.	50-59.	60-69.	70-79.	80 and over.	Not given.	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	
Number of Column.	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41
I. COMMUNICABLE (EPIDEMIC) DISEASES.																																									
1. Typhoid Fever	16	..	..	7	4	5	12	3	1	..	..	..	..	..	..	..	1	5	5	2	1	1	..	..	..	..	..	1	..	..	..	..	1	..	2	2	3	6	2	..	16
2. Diphtheria and Croup	3	1	..	4	..	..	4	..	..	..	..	1	1	1	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	2	..	..	1	4
Total	19	1	..	11	4	5	16	3	1	..	..	1	1	1	1	..	1	5	5	2	1	1	..	..	..	..	..	1	..	..	..	..	1	..	2	3	5	6	2	1	20
II. OTHER GENERAL DISEASES.																																									
1. Tuberculosis and Scrofula	8	4	..	9	1	2	7	5	..	..	2	..	..	..	..	1	1	3	1	..	..	2	1	1	..	..	..	..	1	1	3	..	..	..	1	2	2	1	..	1	12
2. Anaemia	1	..	..	..	1	..	..	1	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	1
3. Cancer	2	2	..	2	2	..	..	4	..	..	..	..	..	..	..	..	..	..	2	..	..	..	1	1	..	..	..	..	1	1	..	..	1	..	..	1	..	..	..	..	..	4
4. Rheumatism and Gout	1	..	..	1	..	..	1	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	1
Total	12	6	..	12	4	2	8	10	..	..	2	..	..	..	..	2	1	3	2	2	..	2	1	1	1	1	..	..	2	2	3	..	2	1	1	3	2	1	..	1	18
Local Diseases.																																									
III. NERVOUS SYSTEM.																																									
1. Meningitis	5	..	..	5	..	..	5	..	..	1	1	1	..	..	2	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	1	1	..	..	..	1	1	..	..	5
2. Congestion and Hemorrhage of the Brain	3	2	..	2	2	1	1	4	..	..	..	..	..	..	..	1	..	..	..	..	1	..	..	1	..	2	..	..	..	1	1	1	..	..	1	..	..	..	..	1	5
3. Paralysis without specified cause	1	..	..	..	1	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	1
4. Insanity	..	1	..	1	..	..	1	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	1
5. Convulsions (not puerperal)	..	1	..	1	..	..	1	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	1
6. Tetanus	1	..	..	..	1	..	1	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	1
7. Other Nervous Diseases	..	1	..	..	..	1	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	1
Total	10	5	..	9	4	2	9	6	..	1	2	1	..	..	2	1	..	1	1	..	1	..	..	1	2	2	..	..	1	2	1	2	1	2	1	1	1	2	..	1	15
IV. CIRCULATORY SYSTEM.																																									
1. Endocarditis	1	..	..	..	..	1	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	1
2. Organic Heart Diseases	2	1	..	2	1	..	..	3	..	..	..	..	..	..	..	..	..	..	..	..	..	..	3	..	..	..	..	..	..	1	..	..	..	..	..	..	1	..	..	..	1	3
Total	3	1	..	2	1	1	..	4	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	3	..	..	..	1	..	..	..	..	..	..	1	1	..	..	1	4
V. RESPIRATORY SYSTEM.																																									
1. Acute Bronchitis	1	..	..	1	..	..	1	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	1
2. Chronic Bronchitis	1	..	..	1	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	1
3. Broncho-pneumonia	3	..	..	2	1	..	2	1	..	1	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	1	..	..	..	..	..	1	..	..	..	..	..	3
4. Pneumonia	12	4	..	11	2	3	7	7	2	2	1	..	1	..	1	1	1	..	..	1	..	..	2	2	..	3	..	1	1	4	3	2	..	2	2	..	..	..	1	1	6
Total	17	4	..	15	3	3	10	9	2	4	2	..	1	..	1	1	1	..	..	1	..	..	3	2	..	4	..	1	1	6	3	3	1	2	2	1	..	..	1	1	21

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CAUSES OF DEATHS BY TOWNS IN 1906.—TORONTO JUNCTION.

General Diseases.	Sex.			Nativity.			Social Con.			Ages.																						Months.												Totals.
										Under 5.																																			
Number of Column.	Male.	Female.	Not stated.	Canada.	Foreign.	Not stated.	Single.	Married.	Not Stated.	0.1	1.	2.	3.	4.	5-9.	10-14.	15-19.	20-24.	25-29.	30-34.	35-39.	40-44.	45-49.	50-59.	60-69.	70-79.	80 and over.	Not given.	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41
I. COMMUNICABLE (EPIDEMIC) DISEASES.																																									
1. Typhoid Fever	5	1	....	4	2	....	2	4	....	....	..	..	..	1	..	..	..	1	2	1	..	..	..	..	..	1	..	..	1	..	1	..	..	..	1	1	1	..	..	1	6
2. Measles	1	1	....	2	....	....	2	....	....	....	1	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2	..	..	..	..	..	2
3. Scarlet Fever	....	1	....	....	1	....	1	....	....	....	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	1
4. Whooping Cough	....	1	....	1	....	....	1	....	....	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	1
Total	6	4	....	7	3	....	6	4	....	1	1	1	1	1	..	..	..	1	2	1	..	..	..	..	..	1	..	..	..	1	..	2	..	..	1	3	1	1	..	..	1	10
II. OTHER GENERAL DISEASES.																																									
1. Pyæmia and Septicæmia	....	1	....	1	....	....	....	1	....	....	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	1
2. Tuberculosis and Scrofula	10	10	....	15	5	....	7	13	....	1	..	..	1	..	..	..	..	3	2	5	1	2	1	1	..	2	1	..	..	2	1	1	4	1	2	1	2	1	1	2	2	20
3. Anæmia	....	3	....	....	3	....	....	3	....	....	..	..	..	..	..	..	..	..	..	1	..	..	1	..	..	1	..	..	..	..	..	..	..	..	1	1	..	1	..	..	..	3
4. Cancer	5	1	....	2	3	1	....	6	....	....	..	..	..	..	..	..	..	..	..	..	1	..	..	3	1	1	..	..	..	..	..	2	1	..	1	..	..	1	..	..	1	6
5. Rheumatism and Gout	....	1	....	1	....	....	1	....	....	....	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	1
Total	15	16	....	19	11	1	8	23	....	1	..	..	1	..	..	..	..	3	4	6	1	3	2	1	3	4	2	..	..	2	1	4	5	2	4	2	2	3	1	2	3	31
Local Diseases.																																									
III. DISEASES OF NERVOUS SYSTEM.																																									
1. Meningitis	13	5	....	18	....	....	17	1	....	11	3	1	1	..	1	..	..	..	..	..	..	..	1	..	..	..	..	..	2	1	..	..	1	1	3	6	..	1	1	2	18
2. Congestion and Hemorrhage of the Brain	2	1	....	....	3	....	1	2	....	....	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	1	1	..	1	..	..	..	..	1	..	..	..	..	1	..	..	3
3. Paralysis without specified cause	1	....	....	1	....	....	....	1	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	1
4. Convulsions (not puerperal)	4	5	....	9	....	....	8	1	....	7	..	..	..	..	1	..	..	1	..	..	..	..	..	..	..	..	..	..	..	1	..	2	..	1	..	1	1	..	1	2	..	9
5. Other Nervous Diseases	....	2	....	2	....	....	2	....	....	....	..	..	..	..	1	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	1	..	..	2
Total	20	13	....	30	3	....	28	5	....	18	3	1	1	..	3	..	1	1	..	..	..	1	1	..	..	2	1	..	..	4	1	3	..	2	2	4	7	..	5	3	2	33
IV. DISEASES OF CIRCULATORY SYSTEM.																																									
1. Organic Heart Diseases	12	4	....	7	9	....	2	14	....	....	..	..	..	..	1	..	..	1	1	2	..	1	..	3	5	1	1	..	1	3	2	1	..	2	1	..	3	1	1	1	16
2. Angina Pectoris	1	....	....	....	1	....	....	1	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	1
3. Other Diseases of the Circulatory System	....	2	....	1	1	....	....	2	....	....	..	..	..	..	..	..	..	1	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	1	..	..	..	2
Total	13	6	....	8	11	....	2	17	....	....	..	..	..	..	1	..	..	1	2	2	1	1	..	3	6	1	1	..	1	3	2	1	..	2	2	1	4	1	1	1	19

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TORONTO JUNCTION.—*Concluded.*

Number of Column.	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41
XIII. ACCIDENTS.																																									
1. Fractures and Dislocations	1	..	..	..	1	..	..	1	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	1
2. Electric Cars	2	..	..	..	2	..	..	2	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	1	..	..	2	..	..	..	..	..	..	..	..	..	..	..	..	2
3. Asphyxiation	1	..	..	1	..	..	1	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	1
4. Railways	2	..	..	2	..	..	1	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	1	2
5. Burns and Scalds	1	..	..	1	..	..	1	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	1
6. Other Accidents	..	2	..	2	..	..	2	..	..	..	..	1	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2	..	..	..	..	2
Total	7	2	..	6	3	..	5	4	..	1	..	2	..	..	1	..	..	..	1	..	..	..	2	..	1	1	..	..	2	..	..	..	..	..	..	3	..	1	2	1	9
XIV. ILL-DEFINED CAUSES.																																								
1. Dropsy	..	1	..	1	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	1
2. Other Ill-defined Causes	1	..	..	1	..	..	1	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	1
3. Heart Failure	2	..	..	1	1	..	..	1	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2	..	..	..	..	..	..	..	..	..	..	..	..	2	..	..	..	2
Total	3	1	..	3	1	..	2	1	1	1	..	..	..	..	..	..	..	..	..	..	..	..	..	3	..	..	..	..	..	..	1	..	..	1	..	..	2	..	..	..	4
Total from all causes	107	102	..	164	43	2	131	75	3	89	6	5	4	1	7	1	4	12	13	8	6	5	5	11	14	12	6	..	15	13	22	11	11	16	16	32	23	25	12	13	209

CAUSES OF DEATHS BY CITIES IN 1906.—BELLEVILLE.

General Diseases.	Sex.			Nativity.			Social Con.			Ages.																			Months.												Total.
										Under 5.																															
	Male.	Female.	Not Stated.	Canada.	Foreign.	Not Stated.	Single.	Married.	Not Stated.	0.1	1.	2.	3.	4.	5-9.	10-14.	15-19.	20-24.	25-29	30-34.	35-39.	40-44.	45-49.	50-69.	60-69.	70-79.	80 and over.	Not given.	January.	February.	March.	April	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Number of Column.	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41
I. COMMUNICABLE (EPIDEMIC) DISEASES.																																									
1. Typhoid Fever	5	3	..	6	2	..	5	3	..	..	1	..	..	..	..	..	2	..	1	2	2	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2	2	1	3	8
2. Diphtheria and Croup	4	3	..	7	..	..	7	..	..	..	1	1	1	1	3	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	1	..	..	..	..	2	2	1	7
Total	9	6	..	13	2	..	12	3	..	..	2	1	1	1	3	..	2	..	1	2	2	..	..	..	..	..	..	..	1	..	..	..	1	..	..	..	2	4	3	4	15

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BELLEVILLE.—*Concluded.*

Number of Column.	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41
VIII. PUERPERAL DISEASES.																																									
(No cases in this class)																																									
IX. THE SKIN.																																									
1. Other Diseases of the Skin and Adnexa (Cancer excepted)	....	1	....	1	....	....	....	1	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	1
Total	....	1	....	1	....	....	....	1	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	1
X. LOCOMOTOR SYSTEM.																																									
(No cases in this class)																																									
XI. MALFORMATIONS, ETC.																																									
1. Still-Births	1	5	2	8	....	....	8	....	....	8	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	....	1	..	2	2	1	1	8
2. Congenital Debility and Malformations	4	2	...	6	....	....	6	....	....	6	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	1	..	..	.	1	1	1	1	..	6
3. Other Diseases of Infancy	1	2	....	3	....	....	3	....	....	3	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	1	1	..	3
4. Senile Decay	6	7	....	6	7	....	2	11	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	9	4	..	..	2	1	..	2	1	..	1	..	3	..	3	13
Total	12	16	2	23	7	....	19	11	...	17	.	..	..	..	..	..	..	..	..	..	..	..	..	..	..	9	4	..	..	2	2	2	2	1	1	3	3	7	3	4	30
XII. SUICIDE.																																									
(No cases in this class)																																									
XIII. ACCIDENT.																																									
1. Fractures and Dislocations	4	....	...	4	....	....	2	2	....	....	..	..	..	..	1	..	..	..	..	..	..	1	1	..	1	..	..	..	..	..	..	..	2	1	..	..	..	..	..	1	4
2. Drowning	2	....	....	2	....	....	2	....	....	....	..	..	..	1	..	1	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	1	..	..	..	..	..	..	..	..	2
3. Railways	....	1	....	....	....	1	....	1	....	....	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	1	1
4. Other accidents	1	....	....	1	....	....	1	....	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	1
Total	7	1	....	7	....	1	5	3	....	....	.	..	..	1	1	1	1	..	..	..	..	1	1	..	1	..	..	1	1	..	..	1	..	2	1	..	..	1	..	2	8
XIV. ILL-DEFINED CAUSES.																																									
1. Other Ill-defined Causes	1	....	....	....	1	....	....	....	1	....	..	..	..	..	..	..	..	..	..	..	..	..	..	1	.	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	1
2. Heart Failure	4	1	....	4	1	....	1	4	....	....	..	..	..	..	..	..	..	..	..	..	..	..	1	2	2	..	..	..	..	..	..	1	1	1	1	..	..	..	..	1	5
Total	5	1	....	4	2	....	1	4	1	....	..	..	..	..	..	..	..	..	..	..	..	..	1	3	2	..	..	..	..	..	..	1	1	1	1	..	..	..	..	2	6
Total from all causes	93	74	2	129	39	1	74	92	3	30	6	3	3	3	6	2	4	4	3	6	4	9	6	16	17	30	15	2	8	6	16	14	14	11	10	15	21	20	15	19	169

CAUSES OF DEATHS BY CITIES IN 1906.—BRANTFORD.

General Diseases.	Sex.			Nativity.			Social Conditions.			Ages.																								Months.												Totals.
										Under 5.																																						
	Male.	Female.	Not stated.	Canada.	Foreign.	Not stated.	Single.	Married.	Not stated.	0.1	1.	2.	3.	4.	5-9.	10-14.	15-19.	20-24.	25-29.	30-34.	35-39.	40-44.	45-49.	50-59.	60-69.	70-79.	80 and over.	Not given.	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	
Number of Column.	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41
I. COMMUNICABLE (EPIDEMIC) DISEASES.																																										
1. Typhoid Fever	6	4	....	8	2	....	3	7	....	....	..	..	..	..	..	..	..	1	4	..	2	..	1	1	..	1	..	..	..	..	..	..	..	..	..	1	..	2	1	5	1	10
2. Measles	1	1	....	2	....	....	2	....	....	....	1	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	2
3. Whooping Cough	....	3	....	3	....	....	3	....	....	3	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	3
4. Diphtheria and Croup	2	1	....	2	1	....	3	....	....	....	1	1	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	1	1	3
Total	9	9	....	15	3	...	11	7	....	3	2	1	..	..	2	..	..	1	4	..	2	..	1	1	..	1	..	..	..	..	1	..	1	..	..	2	..	2	3	6	3	18
II. OTHER GENERAL DISEASES.																																									
1. Pyæmia and Septicæmia	....	2	....	2	....	....	1	1	....	....	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	1	..	..	..	..	1	..	..	1	..	..	..	..	..	2
2. Tuberculosis and Scrofula	12	16	....	21	5	2	14	14	....	3	..	..	..	..	1	..	3	3	7	3	1	1	..	4	..	..	2	..	..	1	5	7	2	1	2	7	1	1	..	1	28
3. Anæmia	....	1	....	1	....	....	....	1	....	....	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	1
4. Cancer	1	5	....	6	....	....	1	5	....	....	..	..	..	..	..	..	..	..	1	..	..	..	1	2	2	..	..	..	..	..	2	1	..	..	..	1	1	1	..	..	6
5. Diabetes	1	2	....	2	1	....	2	1	....	....	..	..	..	..	..	..	..	2	..	1	..	..	..	..	..	..	..	..	..	1	..	..	..	1	..	..	..	..	1	..	3
Total	14	26	....	32	6	2	18	22	....	3	..	..	..	..	1	..	3	5	8	6	1	1	1	6	2	..	2	1	1	3	7	7	3	2	2	9	2	2	1	1	40
Local Diseases.																																									
III. NERVOUS SYSTEM.																																									
1. Meningitis	....	4	....	4	....	....	4	....	....	3	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	1	..	..	1	..	1	..	..	4
2. Congestion and Hemorrhage of the Brain	4	7	....	2	7	2	1	10	....	....	..	..	..	..	..	..	..	..	..	..	..	..	1	2	4	2	2	..	..	1	..	1	2	..	2	..	1	..	..	1	11
3. Paralysis without specified cause	....	3	....	1	2	....	1	2	....	....	..	..	..	..	..	..	..	..	..	..	..	..	1	1	..	1	..	..	..	..	..	1	..	..	1	..	..	..	..	1	3
4. Convulsions (not puerperal)	1	2	....	3	....	....	3	....	....	1	1	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2	..	..	..	1	..	..	..	3
5. Other Nervous Diseases	3	1	....	3	1	....	2	1	1	....	..	..	..	..	1	..	..	1	..	1	1	..	..	..	..	..	..	..	1	..	1	2	..	..	..	..	..	..	..	..	4
Total	8	17	....	13	10	2	11	13	1	4	2	..	..	..	2	..	..	1	..	1	1	2	3	4	3	2	..	1	5	2	3	5	1	2	1	2	1	..	2	25
IV. CIRCULATORY SYSTEM.																																									
1. Endocarditis	1	....	....	1	....	....	1	....	....	....	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	1
2. Organic Heart Diseases	7	11	....	3	11	4	1	16	1	....	..	..	..	..	..	..	..	..	1	..	..	..	2	8	5	..	2	..	..	1	4	..	2	..	2	..	3	2	1	3	18
3. Other Diseases of the Circulatory System	....	1	....	1	....	....	1	....	....	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	1
Total	8	12	....	5	11	4	3	16	1	1	..	..	..	..	..	..	..	1	..	1	..	..	2	8	5	..	2	..	..	1	4	..	2	..	2	..	4	2	1	4	20

BRANTFORD.—*Continued.*

Number of Column.	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41
V. RESPIRATORY SYSTEM.																																									
1. Acute Bronchitis	....	1	....	....	1	....	1	....	....	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	1
2. Chronic Bronchitis	1	1	....	....	2	....	....	2	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	1	..	..	..	1	..	..	1	..	..	..	..	..	..	..	2
3. Broncho-pneumonia	1	3	....	4	....	....	4	....	....	4	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	1	..	..	..	1	..	1	4
4. Pneumonia	8	2	....	6	3	1	3	6	1	1	..	..	..	..	..	..	..	1	1	..	1	2	1	..	2	..	1	..	2	..	1	4	1	2	..	..	..	..	..	..	10
5. Congestion of the Lungs, (inc. pul. apop.)	2	1	....	2	1	....	2	....	1	1	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	1	..	..	..	..	1	..	..	..	..	1	1	..	..	..	3
6. Asthma and Emphysema	....	1	....	1	....	....	1	....	....	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	1
Total	12	9	....	13	7	1	11	8	2	8	..	..	..	..	..	..	..	1	1	1	1	2	1	..	2	2	2	..	4	..	2	5	2	4	..	1	1	1	..	1	21
VI. DIGESTIVE SYSTEM.																																								
1. Other Diseases of Stomach (cancer excepted)	3	9	....	11	1	....	6	5	1	5	..	..	1	..	..	..	..	..	..	..	..	..	1	3	2	..	..	..	..	..	2	..	..	..	..	1	6	3	..	..	12
2. Infantile Diarrhœa and Cholera Infantum	9	4	....	13	....	....	13	....	....	12	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	3	7	3	..	..	..	..	13
3. Dysentery	1	....	....	....	1	....	1	....	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	1	..	..	..	..	1
4. Hernia and Intestinal obstructions	1	1	....	1	1	....	1	1	....	....	..	..	..	..	..	1	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	1	1	..	..	..	2
5. Other Diseases of the Intestines	1	1	....	2	....	....	1	1	....	1	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	1	..	..	..	1	..	..	..	..	..	..	2
6. Diseases of the Liver	2	....	....	1	1	....	....	2	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	2	..	..	..	..	..	1	..	..	..	..	..	..	..	1	..	..	2
7. Peritonitis (not puerperal)	2	1	...	3	....	....	1	2	....	....	..	..	..	..	..	..	1	..	1	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	2	..	..	..	1	..	3
8. Iliac Abscess and Appendicitis	1	2	....	3	....	....	2	1	....	....	..	..	..	..	..	..	1	..	1	..	..	1	..	..	..	..	..	..	1	..	..	..	1	..	..	..	1	..	..	..	3
Total	20	18	....	34	4	....	25	12	1	18	1	..	1	..	..	3	..	1	1	..	1	1	..	4	4	2	1	..	1	2	2	..	1	..	6	8	12	5	1	..	38
VII. GENITO-URINARY SYSTEM.																																								
1. Acute Nephritis	1	....	....	....	....	1	....	1	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	1
2 Bright's Disease	2	2	....	3	1	....	1	3	....	....	..	..	..	..	..	..	..	1	..	..	..	..	..	1	..	1	1	..	..	..	2	..	..	..	..	1	..	1	..	..	4
3. Other Diseases of the Kidneys and Adnexa	1	....	....	....	1	....	....	1	....	....	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	1
4. Diseases of the Bladder	1	....	....	....	1	....	....	1	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	1
Total	5	2	....	3	3	1	1	6	....	....	..	..	..	..	..	..	..	1	..	..	..	..	1	1	2	1	1	..	1	..	2	..	..	..	..	1	..	2	1	..	7
VIII. PUERPERAL DISEASES.																																								
1. Puerperal Septicæmia	1	2	....	3	....	....	....	3	....	....	..	..	..	..	..	..	..	2	1	..	..	..	..	..	..	..	..	..	..	..	1	..	1	..	..	..	..	..	..	1	3
Total	1	2	...	3	....	....	....	3	....	....	..	..	..	..	..	..	..	2	1	..	..	..	..	..	..	..	..	..	..	..	1	..	1	..	..	..	..	..	..	1	3
IX. SKIN AND CELLULAR TISSUE. (No cases in this Class.)																																								
X. LOCOMOTOR SYSTEM. (No cases in this Class.)																																								
XI. MALFORMATIONS, ETC.																																								
1. Still-Births	14	7	....	21	...	....	21	...	....	21	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2	3	2	..	..	3	..	..	4	2	3	2	21
2. Congenital Debility and Malformations	9	12	....	21	....	....	21	....	....	21	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2	1	1	3	1	2	3	..	1	4	..	3	21
3. Other Diseases of Infancy	....	1	....	1	....	....	1	....	....	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	1
4. Senile decay	4	5	....	3	6	....	1	7	1	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	3	6	..	..	..	1	..	..	..	1	1	2	1	2	1	9
Total	27	25	....	46	6	....	44	7	1	43	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	3	6	..	4	4	4	3	1	5	4	2	7	7	5	6	52

BRANTFORD.—*Concluded.*

Number of Column.	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41
XII. SUICIDE.																																									
1. Poison	1	1	....	....	1	1	....	2	....	....	..	..	..	..	..	..	..	..	..	..	1	1	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	1	2
2. Drowning	1	....	....	....	1	....	....	1	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	1	..	..	..	..	1
Total	2	1	....	....	2	1	....	3	....	....	..	..	..	..	..	..	..	..	..	..	1	1	..	..	..	..	1	..	..	..	1	..	..	..	..	1	..	..	..	1	3
XIII. ACCIDENT.																																									
1. Fractures and Dislocations	2	1	....	..	3	....	....	3	....	....	..	..	..	..	..	..	..	1	1	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	2	1	3
2. Gunshot	2	....	....	1	....	1	1	....	1	....	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	1	1	..	..	..	..	..	..	..	..	..	..	1	2
3. Railways	3	....	....	....	....	3	....	2	1	....	..	..	..	..	..	..	..	..	..	1	..	..	..	..	1	..	..	1	1	..	..	1	..	..	..	..	..	..	..	1	3
4. Other accidents	1	1	....	2	....	....	2	....	....	....	..	..	..	..	..	..	1	..	..	1	..	..	..	..	..	..	..	1	..	..	..	1	..	..	..	1	..	..	..	..	2
5. Sharp Instruments	....	1	....	....	1	....	....	1	....	....	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	1
Total	8	3	....	3	4	4	3	6	2	....	..	..	..	..	..	..	1	1	1	3	..	..	1	..	1	..	1	2	2	1	..	1	1	..	..	1	..	..	2	3	11
XIV. ILL-DEFINED CAUSES.																																								
1. Dropsy	3	2	....	3	1	1	2	2	1	1	..	..	..	..	..	..	..	..	..	..	..	..	1	2	1	..	..	..	..	2	..	..	..	..	..	..	2	1	..	..	5
2. Other Ill-defined Causes	2	....	....	1	1	....	2	....	....	1	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	1	..	..	..	2
3. Heart Failure	9	4	....	7	6	....	3	9	1	....	..	..	..	..	..	..	..	..	1	..	1	..	1	..	6	3	1	..	2	1	..	1	2	2	1	2	1	..	1	1	..	13
Total	14	6	....	11	8	1	7	11	2	2	..	..	..	..	..	..	..	..	1	..	2	..	2	2	7	3	1	..	2	3	1	2	2	1	2	4	1	1	1	..	20
Total from all Causes	128	130		178	64	16	134	114	10	82	5	1	1		3	5	4	13	18	11	9	6	9	19	30	20	17	5	16	20	26	22	18	13	20	28	31	24	18	22	250

CAUSES OF DEATHS BY CITIES IN 1906.—CHATHAM.

General Diseases.	Sex.			Nativity.			Social Con.			Ages.																			Months.												Total.
										Under 5.																																
	Male.	Female.	Not stated.	Canadian.	Foreign.	Not stated.	Single.	Married.	Not stated.	0.1	1.	2.	3.	4.	5-9.	10-14.	15-19.	20-24.	25-29.	30-34.	35-39.	40-44.	45-49.	50-59.	60-69.	70-79.	80 and over.	Not given.	January.	February.	March.	April.	May.	June.	July.	August.	September	October.	November.	December.	
Number of Column.	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41
I. COMMUNICABLE (EPIDEMIC) DISEASES.																																									
1. Typhoid Fever	4	1	....	5	....	....	4	1	....	....	..	..	..	..	..	..	..	2	..	..	1	1	..	1	..	..	..	..	1	..	..	..	..	..	..	..	1	1	2	..	5
2. Smallpox	....	....	1	1	....	....	1	....	....	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	1
Total	4	1	1	6	....	....	5	1	....	1	..	..	..	..	..	..	..	2	..	..	1	1	..	1	..	..	..	..	1	..	..	1	..	..	..	..	1	1	2	..	6

CHATHAM.—*Continued.*

Number of Column.	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41
II. OTHER GENERAL DISEASES.																																									
1. Pyæmia and Septicæmia	1	1	....	....	2	....	....	2	....	....	..	..	..	..	..	..	..	..	..	..	..	1	..	1	..	..	..	..	..	..	1	..	..	..	1	..	..	..	..	..	2
2. Tuberculosis and Scrofula	14	12	....	25	1	....	17	9	....	4	..	3	..	..	..	..	..	2	9	4	1	..	..	1	..	2	..	..	..	1	..	1	4	3	1	4	2	3	3	1	3	26
3. Anæmia	1	....	....	1	....	....	....	1	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	1
4. Syphilis	1	....	....	....	1	....	....	1	....	....	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	1
5. Cancer	7	5	....	9	3	....	2	10	....	....	..	..	..	..	..	..	..	..	..	..	1	..	2	1	5	1	1	1	1	1	3	2	..	1	..	1	..	2	1	..	12
6. Diabetes	1	....	....	1	....	....	....	1	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	1	..	..	1
7. Other General Diseases	1	....	....	1	....	....	1	....	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	1
Total	26	18	....	37	7	....	20	24	....	4	..	3	..	..	..	..	..	2	9	4	1	1	2	3	2	9	2	1	1	2	1	4	8	3	2	5	4	3	7	2	3	44
Local Diseases.																																									
III. NERVOUS SYSTEM.																																									
1. Meningitis	2	1	....	3	....	....	3	....	....	1	1	..	..	..	..	1	..	..	..	..	..	..	..	..	1	..	1	..	..	..	1	..	..	..	1	1	..	..	..	..	3
2. Congestion and Hemorrhage of the Brain	2	1	....	2	1	....	....	3	....	....	..	..	..	..	..	..	..	..	..	1	..	..	..	..	1	..	1	..	..	..	1	1	..	..	..	..	1	..	..	..	3
3. Paralysis without specified cause	3	6	....	6	3	....	....	9	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	1	2	6	..	..	1	1	1	..	3	..	..	..	..	1	1	1	9
4. Insanity	1	1	....	2	....	....	....	2	....	....	..	..	..	..	..	..	..	..	..	1	..	1	..	..	..	..	..	..	..	..	1	..	..	1	..	..	..	..	..	..	2
5. Convulsions (not puerperal)	....	1	....	1	....	....	1	....	....	....	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	1
6. Other Nervous Diseases	1	....	....	1	....	....	....	1	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	1
Total	9	10	....	15	4	....	4	15	....	1	1	1	..	..	..	1	..	..	..	2	..	1	..	1	4	6	1	..	1	2	4	2	3	1	1	1	1	1	1	1	19
IV. CIRCULATORY SYSTEM.																																									
1. Organic heart diseases	5	5	....	6	4	....	2	7	1	....	..	..	..	..	..	1	..	..	1	..	..	..	..	2	4	2	..	..	1	1	2	1	1	1	..	..	1	1	..	1	10
2. Angina Pectoris	....	2	....	3	1	....	....	2	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2	..	..	..	..	..	..	..	..	..	..	..	..	1	..	1	2
3. Dis. of the Arteries, Atheroma, Aneurism, etc.	1	....	....	1	....	....	....	1	....	....	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	1
4. Other Diseases of the Circulatory System	3	2	....	5	....	....	2	3	....	....	..	..	..	..	..	1	..	..	..	..	1	..	1	2	..	..	..	..	..	..	1	1	1	..	..	1	..	1	..	..	5
Total	9	9	....	13	5	....	4	13	1	....	..	..	..	..	..	2	..	..	1	..	2	..	1	4	4	4	..	..	1	1	3	3	2	1	..	1	1	3	..	2	18
V. RESPIRATORY SYSTEM.																																									
1. Pneumonia	2	5	....	5	2	....	2	5	....	1	1	..	..	..	..	..	..	..	..	..	..	..	..	3	1	1	..	1	..	..	1	1	..	2	..	..	..	..	..	2	7
2. Other Diseases of the Respiratory System	....	1	....	1	....	....	....	1	....	....	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	1
Total	2	6	....	6	2	....	2	6	....	1	1	..	..	..	..	..	..	..	..	..	..	1	..	3	1	1	..	1	..	..	1	1	..	2	1	..	..	..	2	8
VI. DIGESTIVE SYSTEM.																																									
1. Other Diseases of Stomach (Cancer excepted)	....	2	....	1	1	....	1	....	1	....	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	1	..	..	..	2	..	..	..	..	..	..	..	..	2
2. Infan. Diarr. and Cholera Infantum	2	3	....	5	....	....	5	....	....	5	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2	3	..	..	..	..	5
3. Diarrhœa and Enteritis (not infantile)	1	....	....	1	....	....	1	....	....	....	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	1
4. Dysentery	....	1	....	1	....	....	1	....	....	....	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	1
5. Other Diseases of the Intestines	2	1	....	3	....	....	1	2	....	1	..	..	..	..	..	..	..	1	..	..	..	..	..	2	..	1	..	..	..	..	..	..	..	..	..	..	1	2	..	..	3
6. Diseases of the Liver	2	1	....	1	2	....	....	3	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	1	1	..	1	..	3
7. Peritonitis (not puerperal)	1	....	....	....	1	....	....	1	....	....	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	1
8. Iliac Abscess and Appendicitis	1	....	....	1	....	....	1	....	....	....	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	1
Total	9	8	....	13	4	....	10	6	1	6	..	1	..	..	1	..	1	1	..	..	..	..	1	3	1	1	..	1	..	..	..	..	2	..	..	5	6	3	1	..	17

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CAUSES OF DEATHS BY CITIES, IN 1906.--GUELPH.

General Diseases.	Sex.			Nativity.			Social Con.			Ages.																								Months.												Total.
										Under 5.																																						
	Male.	Female.	Not stated.	Canada.	Foreign.	Not stated.	Single.	Married.	Not stated.	0.1.	1.	2.	3.	4.	5-9.	10-14.	15-19.	20-24.	25-29.	30-34.	35-39.	40-44.	45-49.	50-59.	60-69.	70-79.	80 and over.	Not given.	Jan.	Feb.	March.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.	
Number of Column.	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41
I. COMMUNICABLE (EPIDEMIC) DISEASES.																																													
1. Typhoid Fever	....	1	...	1	....	....	....	1	....	....	....	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	1
2. Scarlet Fever	....	1	....	1	....	....	1	....	....	....	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	1
3. Whooping Cough	2	2	....	4	....	....	4	....	....	....	3	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	3	..	..	1	..	..	..	4
4. Diphtheria and Croup	....	1	....	1	....	....	1	....	....	....	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	1
5. Influenza	....	4	...	1	3	....	1	3	....	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	2	..	2	..	..	..	..	..	..	..	..	1	..	1	4
Total	2	9	....	8	3	....	7	4	....	4	2	..	..	..	1	..	..	..	..	1	..	..	..	..	1	..	2	..	2	..	..	..	..	5	..	..	1	2	..	1	11
II. OTHER GENERAL DISEASES.																																												
1. Pyæmia and Septicæmia	2	....	....	2	....	....	1	1	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	1	..	..	..	..	..	1	..	..	..	..	1	..	..	..	2
2. Tuberculosis and Scrofula	6	7	...	12	1	....	5	8	....	2	..	..	..	..	..	..	..	2	1	1	2	..	2	2	1	..	..	..	2	1	2	..	1	1	1	2	..	1	..	2	13
3. Anæmia	1	....	....	....	1	....	....	1	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	1
4. Cancer	8	5	....	7	6	....	2	11	....	....	..	..	..	1	..	..	..	..	..	1	..	1	5	3	2	..	..	..	1	..	1	1	1	2	1	1	..	3	2	..	13
5. Rheumatism and Gout	....	1	....	....	1	....	....	1	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	1
6. Diabetes	3	....	....	3	....	....	....	3	....	....	..	..	..	..	..	..	..	..	..	..	..	..	1	..	1	1	..	..	..	..	1	1	..	1	..	..	..	..	..	..	3
Total	20	13	....	24	9	....	8	25	....	2	..	..	..	1	..	..	..	2	1	1	3	1	3	8	7	4	..	..	3	1	4	3	2	4	3	3	1	4	2	3	33
Local Diseases.																																												
III. DISEASES OF NERVOUS SYSTEM.																																												
1. Meningitis	3	2	....	5	....	...	5	....	....	3	1	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	1	..	1	..	1	..	1	..	..	1	..	..	5
2. Congestion and Hemorrhage of Brain	3	4	....	2	5	....	1	6	....	....	..	..	..	..	..	..	..	..	..	1	..	..	..	1	2	3	..	..	..	..	1	..	2	..	1	..	..	2	..	1	7
3. Paralysis without specified cause	1	3	....	2	2	....	....	4	...	....	..	..	..	..	..	..	..	..	1	..	..	..	..	2	1	..	..	..	..	..	..	..	1	..	..	..	..	..	1	2	4
4. Insanity	1	....	....	1	....	....	1	....	....	....	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	1
5. Convulsions (not puerperal)	3	3	....	6	....	....	6	....	....	5	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	2	..	..	..	1	..	1	1	6
6. Other Nervous Diseases	....	1	....	....	1	....	....	1	....	....	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	1
Total	11	13	...	16	8	....	13	11	....	8	2	..	..	..	..	..	..	1	1	2	..	..	4	3	3	..	..	..	1	..	2	1	6	..	3	..	1	4	2	4	24
IV. DISEASES OF CIRCULATORY SYSTEM.																																											
1. Organic Heart Diseases	12	5	....	8	8	1	4	13	....	....	..	..	..	..	..	1	1	..	..	..	1	1	..	2	3	7	1	..	1	1	2	2	1	2	2	2	..	3	..	1	17
2. Dis. of the Arteries, Atheroma, Aneurism, etc.	....	1	....	....	1	....	....	1	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	1
3. Other Diseases of the Cirlulatory	....	2	....	2	....	....	....	2	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	1	..	..	..	..	..	1	1	..	..	..	..	..	..	..	2
Total	12	8	....	10	9	1	4	16	....	....	..	..	..	..	..	1	1	..	..	..	1	1	..	3	3	9	1	..	1	1	3	3	2	2	2	2	..	3	..	1	20

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GUELPH—*Concluded.*

Number of Column.	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41
XIII. ACCIDENTS.																																									
1. Drowning	1	....	....	1	....	....	1	....	....	....	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	1
2. Railways	1	....	....	....	1	....	1	....	....	....	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	1
3. Burns and Scalds	1	....	....	1	....	....	....	1	....	....	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	1
4. Other Accidents	2	1	....	2	1	....	....	3	....	..	..	..	..	..	..	..	..	..	1	..	..	..	1	..	..	..	1	..	..	1	..	..	1	1	..	..	..	..	..	..	..	3
Total	5	1	....	4	2	....	2	4	...	..	..	..	..	..	..	..	..	..	4	..	..	..	1	..	..	..	1	..	..	1	..	..	1	2	..	..	1	..	..	1	6
XIV. ILL-DEFINED CAUSES.																																								
1. Tumors	....	1	....	....	1	....	....	1	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	1
2. Other Ill-defined Causes	1	....	....	1	....	....	1	....	....	....	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	1
3. Heart Failure	....	2	....	2	....	....	1	1	....	....	..	..	..	1	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	1	..	..	..	..	1	..	..	..	2
Total	1	3	....	3	1	....	2	2	....	....	..	..	..	1	..	..	1	..	..	..	..	..	..	2	..	..	..	..	1	..	..	..	1	..	..	1	..	..	1	..	..	4
Total from all causes	102	90	....	133	58	1	87	104	1	48	7	2	..	3	5	1	2	3	9	6	9	2	6	24	18	27	20	..	14	7	26	18	19	22	16	12	8	21	6	23	192

CAUSES OF DEATHS BY CITIES IN 1906.—HAMILTON.

General Diseases.	Sex.			Nativity.			Social Con.			Ages.																			Months.												Totals.
										Under 5.																															
Number of column.	Male.	Female.	Not stated.	Canada.	Foreign.	Not stated.	Single.	Married.	Not stated.	0-1.	1.	2.	3.	4.	5-9.	10-14.	15-19.	20-24.	25-29.	30-34.	35-39.	40-44.	45-49.	50-59.	60-69.	70-79.	80 and over.	Not given.	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41
1. COMMUNICABLE (EPIDEMIC) DISEASES.																																									
1. Typhoid Fever	10	9	....	16	3	....	10	9	....	....	..	..	1	..	1	..	2	2	3	3	1	..	1	4	..	1	..	..	....	..	1	.	1	1	2	1	2	8	3	..	19
2. Measles	1	....	....	1	....	....	1	....	....	....	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	....	..	..	..	..	..	..	..	..	..	..	1	..	1
3. Scarlet Fever	1	....	....	....	....	1	1	....	....	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	....	..	..	1	..	..	..	..	..	..	..	..	..	1
4. Diphtheria and Croup	12	10	....	19	2	1	22	....	....	2	2	4	3	3	5	2	..	..	..	..	..	1	..	..	..	..	1	..	....	3	..	4	1	..	1	1	..	2	3	4	3	22
5. Other Epidemic Diseases	1	....	....	....	1	....	....	....	1	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	....	..	..	..	..	..	..	1	..	..	..	..	..	1
Total	25	19	....	36	6	2	34	9	1	2	2	5	4	3	7	2	2	2	3	3	1	1	1	4	..	2	..	..	3	..	5	2	1	2	3	2	4	11	8	3	41

HAMILTON.—*Concluded.*

Number of Column.	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41
II. OTHER GENERAL DISEASES.																																									
1. Pyæmia and Septicæmia	2	2	....	3	1	....	1	2	1	....	..	..	..	..	..	..	..	..	1	2	1	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	2	1	4
2. Tuberculosis and Scrofula	42	50	....	71	20	1	57	27	8	14	3	1	..	..	..	3	11	11	9	10	5	9	3	5	6	..	..	2	9	9	6	3	10	6	7	7	9	7	11	8	92
3. Anæmia	....	7	....	4	3	....	1	6	....	....	..	..	..	..	..	..	..	..	..	1	..	..	1	2	2	..	1	..	2	1	1	..	..	1	..	1	..	1	..	..	7
4. Syphilis	2	....	....	2	....	....	2	....	....	1	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	1	1	..	..	..	..	..	..	..	..	..	2
5. Cancer	16	28	....	18	26	....	3	38	3	....	..	..	..	..	..	..	..	..	..	2	5	6	13	8	9	1	..	..	3	5	3	1	2	5	..	5	2	5	5	8	44
6. Rheumatism and Gout	....	1	....	1	....	....	....	1	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	1
7. Diabetes	5	3	....	5	3	....	4	4	....	....	..	..	..	..	..	..	..	1	..	..	..	..	..	..	3	3	1	..	..	1	..	..	1	..	1	..	1	..	1	2	8
Total	67	91	....	104	53	1	68	78	12	15	3	1	..	..	..	3	11	12	10	13	8	14	11	23	20	10	2	2	15	16	12	5	12	13	8	14	11	14	19	19	158
Local Diseases.																																									
III. NERVOUS SYSTEM.																																									
1. Meningitis	6	12	....	15	3	....	15	2	1	5	3	..	..	2	2	1	..	1	1	..	..	1	..	2	..	..	..	..	6	..	1	1	2	1	1	..	3	1	..	2	18
2. Congestion and Hemorrhage of the Brain	20	17	....	13	23	1	9	24	4	....	..	..	..	..	1	..	1	..	..	1	..	1	2	7	11	8	4	1	..	5	5	3	1	6	3	4	1	4	3	2	37
3. Paralysis without specified cause	8	11	....	11	8	....	4	14	1	....	..	..	1	1	..	..	..	..	..	1	..	1	2	4	5	4	..	..	3	..	..	2	..	2	2	1	..	6	1	2	19
4. Convulsions (not puerperal)	10	5	....	15	....	....	15	....	....	12	1	..	..	1	..	..	..	1	..	..	..	..	..	..	..	..	..	..	2	..	2	1	1	..	..	..	5	2	..	2	15
5. Tetanus	1	....	....	1	....	....	....	1	....	....	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	1
6. Other Nervous Diseases	4	6	....	3	7	....	3	7	....	....	..	..	..	..	2	..	..	..	1	1	1	1	2	1	..	..	..	..	..	1	1	..	2	1	2	1	..	1	1	..	10
Total	49	51	....	58	41	1	46	48	6	17	4	..	1	4	5	1	1	2	2	3	2	4	3	13	16	13	8	1	11	6	9	7	6	11	8	6	9	14	5	8	100
IV. CIRCULATORY SYSTEM.																																									
1. Pericarditis	1	....	....	....	1	....	1	....	....	....	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	1	..	..	..	..	..	1	..	..	..	..	..	..	..	1	1
2. Endocarditis	1	....	....	....	1	....	....	1	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	1
3. Organic Heart Diseases	22	28	....	21	28	1	10	39	1	....	..	..	..	..	5	..	..	2	..	4	1	2	4	14	6	8	4	..	3	2	8	3	5	5	3	6	3	5	3	4	50
4. Angina Pectoris	4	3	....	5	2	....	1	6	....	....	..	..	..	..	..	..	..	..	..	..	..	..	2	1	..	2	2	..	..	1	1	..	1	1	..	..	2	..	..	1	7
5. Diseases of the Arteries, Atheroma, Aneu., etc.	4	1	....	....	5	....	1	3	1	....	..	..	..	..	..	..	..	..	..	..	..	..	1	2	1	1	..	..	..	..	..	..	2	2	..	..	..	..	..	..	5
6. Other Diseases of the Circulatory System	1	2	....	1	2	....	1	2	....	....	..	1	..	..	..	..	..	..	..	..	..	..	1	1	..	..	..	..	..	..	2	1	..	..	..	..	..	..	..	..	3
Total	33	34	....	27	39	1	14	51	2	....	..	1	..	..	5	..	..	2	1	4	1	2	6	17	10	11	7	..	3	3	11	5	8	8	3	6	6	5	3	6	67
V. RESPIRATORY SYSTEM.																																									
1. Acute Bronchitis	6	8	....	7	7	....	5	8	1	3	1	..	..	..	..	..	..	..	..	1	1	..	1	4	1	2	..	3	1	2	2	3	1	..	1	..	..	1	..	14
2. Chronic Bronchitis	....	2	....	2	....	....	....	2	....	....	..	..	..	..	..	..	..	..	..	1	..	..	1	..	..	1	..	..	..	..	..	..	..	..	1	..	..	..	1	..	2
3. Broncho-pneumonia	7	4	....	6	5	....	7	3	1	3	3	..	..	..	..	..	..	..	..	..	..	..	..	..	2	1	2	..	3	2	2	..	1	..	..	..	1	..	1	1	11
4. Pneumonia	45	33	....	49	27	2	36	38	4	12	3	1	2	..	4	1	2	3	4	4	2	8	3	11	9	7	2	..	7	8	15	16	5	5	5	2	5	5	2	3	78
5. Pleurisy	1	....	....	....	....	1	....	....	1	....	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	1
6. Congestion of the Lungs (inc. pulm. apoplexy)	2	1	....	1	2	....	2	1	....	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	1	..	..	1	..	1	..	..	..	..	..	..	..	1	..	3
7. Asthma and Emphysema	1	6	....	2	5	....	1	6	....	....	..	..	..	..	..	..	..	..	..	..	..	..	1	2	1	2	1	..	1	..	1	..	1	..	..	1	2	..	1	7
8. Other Diseases of the Respiratory System	1	3	....	3	1	....	3	1	....	....	..	..	..	..	3	..	..	..	..	..	..	..	..	..	1	..	..	..	..	1	1	..	..	..	..	..	..	1	1	..	4
Total	63	57	....	70	47	3	54	59	7	19	7	1	2	..	7	1	2	3	4	4	3	9	5	15	17	14	7	..	14	12	21	20	9	7	6	3	7	9	7	5	120

HAMILTON.—*Continued.*

Number of Column.	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41
VI. DIGESTIVE SYSTEM.																																									
1. Ulcer of the Stomach	2	1	....	....	3	....	....	3	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	2	1	..	..	..	..	..	..	..	1	..	1	1	..	3
2. Other Diseases of Stomach (Cancer excepted)	2	4	....	5	1	....	2	4	....	....	..	..	..	..	..	..	2	1	..	..	1	..	..	..	..	2	..	..	..	..	..	2	..	1	..	1	..	1	..	6
3. Infantile Diarrhœa and Cholera Infantum	21	18	....	39	....	....	39	....	....	36	3	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	1	..	..	1	1	12	13	4	3	..	3	39
4. Diarrhœa and Enteritis (not Infantile)	3	5	....	4	4	....	4	4	....	....	..	..	..	..	..	2	..	1	..	1	..	..	1	..	1	2	..	..	..	..	..	..	1	..	1	1	3	2	..	..	8
5. Dysentery	1	....	....	....	1	....	....	1	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	1
6. Hernia and Intestinal Obstructions	2	5	....	4	3	....	3	4	....	1	..	..	..	..	..	..	..	..	..	1	..	..	..	2	1	2	..	..	..	1	1	1	..	1	..	1	..	..	1	1	7
7. Other Diseases of the Intestines	2	1	....	2	1	....	....	3	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	1	1	..	..	1	..	..	..	..	..	..	1	..	..	1	3
8. Diseases of the Liver	10	6	....	9	6	1	1	15	....	1	..	..	..	..	..	..	..	..	..	..	1	1	4	5	2	1	1	1	1	1	..	1	2	1	1	1	..	6	1	1	16
9. Peritonitis (not puerperal)	1	6	....	4	3	..	....	7	....	..	..	..	..	..	..	..	..	1	..	1	..	..	..	3	..	2	..	..	..	..	..	1	1	1	..	..	..	..	1	2	7
10. Iliac abscess and appendicitis	2	5	....	5	1	1	5	2	....	....	..	..	1	1	1	..	1	1	..	..	1	1	..	..	..	..	..	..	..	2	..	8	..	1	1	..	..	..	..	..	7
Total	46	51	....	72	23	2	54	43	....	38	3	..	1	1	1	2	3	4	..	3	2	2	2	12	9	11	2	1	2	6	1	8	5	6	16	18	8	14	4	9	97
VII. GENITO-URINARY SYSTEM.																																								
1. Bright's Disease	20	13	....	20	11	2	7	25	1	....	..	..	1	..	..	..	..	1	3	2	..	3	1	6	9	4	2	1	2	..	2	3	4	2	3	4	4	2	4	3	33
2. Diseases of the Bladder	1	....	....	....	1	....	....	1	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	1
Total	21	13	....	20	12	2	7	26	1	....	..	..	1	..	..	..	..	1	3	2	..	3	1	7	9	4	2	1	2	..	2	3	4	2	4	4	4	2	4	3	34
VIII. PUERPERAL DISEASES.																																								
(No cases in this Class).																																								
IX. THE SKIN.																																								
1. Other Diseases of the Skin and its Adnexa	2	1	....	3	....	....	....	3	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	2	..	..	..	2	1	..	..	..	..	..	..	..	..	3
Total	2	1	....	3	....	....	....	3	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	2	..	..	..	2	1	..	..	..	..	..	..	..	..	3
X. LOCOMOTOR SYSTEM.																																								
1. Pott's Disease	....	1	....	1	....	....	1	....	....	....	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	1
Total	....	1	....	1	....	....	1	....	....	....	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	1
XI. MALFORMATIONS, ETC.																																								
1. Still-Births	38	30	7	75	....	....	75	....	....	75	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	5	10	6	3	12	1	7	7	6	7	7	4	75
2. Congenital Debility and Malformations	45	33	2	80	....	....	80	....	....	80	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2	7	6	6	3	8	10	6	5	10	11	6	80
3. Other Diseases of Infancy	6	3	....	9	....	....	9	....	....	9	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	3	3	..	..	..	..	2	..	..	..	..	9
4. Senile Decay	26	28	....	12	42	....	3	50	1	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	21	33	..	6	4	4	1	6	4	5	2	5	9	3	5	54
Total	115	94	9	176	42	....	167	50	1	164	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	21	33	..	14	24	19	10	21	13	22	17	16	26	21	15	218
XII. SUICIDE.																																								
1. Poison	3	1	...	3	1	....	3	1	....	....	..	..	..	..	..	..	..	..	2	1	..	..	1	..	..	..	..	..	1	..	..	2	1	..	..	..	..	..	..	..	4
2. Not stated	2	2	....	....	4	....	....	4	....	....	..	..	..	..	..	..	..	..	1	..	..	..	..	..	3	..	..	..	..	..	..	..	1	..	..	..	..	2	1	..	..	4
Total	5	3	....	3	5	....	3	5	....	....	..	..	..	..	..	..	..	..	3	1	..	..	1	..	3	..	..	..	1	..	..	3	1	..	..	..	2	1	..	..	8

	Sex.			Nativity.			Social Con.			Ages.																															Months.												Totals.
										Under 5.																																											
General Diseases.	Male.	Female.	Not stated.	Canada.	Foreign.	Not stated.	Single.	Married.	Not stated.	0.1	1.	2.	3.	4.	5-9.	10-14.	15-19.	20-24.	25-29.	30-34.	35-39.	40-44.	45-49.	50-59.	60-69.	70-79.	80 and over.	Not given.	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	
Number of Column.	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41
XIII. ACCIDENTS.																																																	
1. Fractures and Dislocations	5	3	....	4	4	....	1	6	1	....	....	....	....	....	....	....	....	2	1	1	1	....	....	....	....	1	2	....	1	1	1	....	....	....	2	..	1	..	2	..	8
2. Drowning	7	1	....	4	4	....	3	4	1	....	....	....	....	1	....	....	1	1	1	1	....	....	....	1	1	....	....	....	....	....	....	....	....	....	2	3	1	..	1	1	8
3. Asphyxiation	1	....	....	....	1	....	....	1	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	1	....	....	....	....	....	1	....	....	....	....	....	....	....	1
4. Railways	3	....	....	1	2	....	....	3	....	....	....	....	....	....	....	....	....	1	....	....	....	....	1	1	....	....	....	....	....	....	....	....	....	1	....	....	....	1	....	....	3
5. Burns and Scalds	2	2	....	2	2	....	1	2	1	....	....	....	....	....	1	....	....	....	....	1	....	1	1	....	....	....	....	....	....	....	....	....	....	....	1	2	....	....	....	1	4
6. Other Accidents	12	5	....	8	8	1	5	11	1	1	....	..	1	....	..	1	..	2	3	1	1	1	..	1	5	....	....	....	..	1	1	....	..	1	1	4	2	3	3	1	17
Total	30	11	....	19	21	1	10	27	4	1	....	..	2	..	1	1	1	6	5	4	2	2	3	3	5	2	3	..	1	2	2	..	2	4	8	6	3	5	7	1	41
XIV. ILL-DEFINED CAUSES.																																																	
1. Dropsy	2	1	....	1	2	....	....	3	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	1	2	....	....	....	....	1	....	....	....	....	1	....	....	1	....	....	3
2. Tumors	....	3	....	2	1	....	1	2	....	....	....	....	....	....	....	....	....	....	....	....	....	1	....	....	1	1	....	....	....	....	....	....	....	....	....	2	....	....	....	1	....	3
3. Other Ill-defined Causes	4	2	....	2	3	1	1	4	1	....	....	....	....	....	....	....	1	....	....	....	....	....	....	3	1	....	....	1	1	1	..	1	..	1	....	....	....	1	..	1	6
4. Heart Failure	10	7	....	7	7	3	5	10	2	....	....	....	....	....	....	....	1	..	1	1	2	....	....	3	8	....	....	1	2	1	1	2	2	2	1	..	2	..	1	3	17
Total	16	13	....	12	13	4	7	19	3	....	....	....	....	....	....	....	2	..	1	1	2	1	..	7	12	1	..	2	4	2	1	3	2	3	4	..	2	2	2	4	29
Total from all causes	472	439	9	601	302	17	465	418	37	256	19	8	11	8	26	11	22	32	32	38	21	38	33	101	101	90	66	7	70	71	85	67	72	69	82	76	72	103	80	73	920

CAUSES OF DEATHS BY CITIES IN 1906.—KINGSTON.

	Sex.			Nativity.			Social Con.			Ages.																															Months.												Totals.
										Under 5.																																										
General Diseases.	Male.	Female.	Not stated.	Canada.	Foreign.	Not stated.	Single.	Married.	Not stated.	0.1	1.	2.	3.	4.	5-9.	10-14.	15-19.	20-24.	25-29.	30-34.	35-39.	40-44.	45-49.	50-59.	60-69.	70-79.	80 and over.	Not given.	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	
Number of Column.	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41
I. COMMUNICABLE (EPIDEMIC) DISEASES.																																																	
1. Typhoid Fever	5	2	....	6	1	....	3	4	....	....	....	....	....	....	....	....	2	1	1	1	....	..	1	1	....	....	....	....	1	..	1	2	..	1	....	....	..	1	..	1	7
2. Scarlet Fever	....	1	....	1	....	....	1	....	....	....	....	....	....	1	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	1	....	....	....	....	....	....	....	1
3. Diphtheria and Croup	1	1	....	2	....	....	2	....	....	....	....	....	....	....	2	....	....	....	....	....	....	....	....	....	....	....	....	....	....	..	1	....	....	1	....	....	....	....	....	....	2
4. Influenza	1	....	....	1	....	....	....	1	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	1	....	....	....	....	....	1	....	....	....	....	....	....	....	....	1
Total	7	4	....	10	1	...	6	5	....	....	....	....	1	2	..	2	1	1	1	....	..	1	1	..	1	....	....	....	1	1	1	3	1	2	....	....	1	..	1	11
II. OTHER GENERAL DISEASES.																																																	
1. Pyæmia and Septicæmia	1	....	....	....	1	....	....	1	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	1	....	....	....	....	....	....	....	....	1	....	....	....	....	....	....	....	1
2. Tuberculosis and Scrofula	12	15	....	21	6	....	15	10	2	5	....	....	....	....	1	1	1	2	6	2	2	....	1	3	2	1	....	....	..	3	3	2	4	2	3	2	1	4	3	..	27
3. Anæmia	1	3	....	2	2	....	1	3	....	....	....	....	....	....	....	....	....	....	....	....	2	....	....	....	2	....	....	....	1	..	1	1	....	....	....	....	....	1	....	....	....	4
4. Cancer	12	9	....	11	10	....	2	11	8	....	....	....	....	....	....	....	....	....	....	....	....	....	1	..	4	10	4	2	..	1	2	1	2	7	....	....	3	1	2	..	2	21
5. Rheumatism and Gout	....	2	....	2	....	....	2	....	....	....	....	....	....	....	....	....	1	....	....	....	....	....	....	1	....	....	....	....	....	....	....	....	....	....	....	....	1	....	....	1	2
6. Diabetes	....	4	....	4	....	....	....	4	....	....	....	....	....	....	....	....	1	1	..	1	....	....	1	....	....	....	....	....	....	1	....	....	....	....	....	....	1	....	....	2	..	4
Total	26	33	....	40	19	....	20	29	10	5	....	....	....	..	1	1	2	3	7	2	5	1	2	8	15	5	2	..	3	5	5	5	12	2	3	7	3	6	5	3	59

KINGSTON.—*Continued.*

Number of Column.	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41
Local Diseases.																																									
III. NERVOUS SYSTEM.																																									
1. Encephalitis	1	....	....	1	....	....	1	....	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	1
2. Meningitis	9	2	....	10	1	....	9	2	....	3	2	1	..	..	1	2	..	..	1	1	..	..	..	..	..	..	..	..	1	..	2	2	..	1	..	..	1	3	1	..	11
3. Congestion and Hemorrhage of the Brain	6	5	....	8	3	....	2	6	3	....	1	..	..	..	..	..	..	..	..	..	..	..	..	2	2	5	..	1	2	3	1	..	..	..	..	1	1	2	1	..	11
4. Paralysis without specified cause	11	8	....	8	10	1	2	14	3	....	..	..	..	..	..	..	..	..	..	..	..	..	1	2	4	1	4	1	5	1	4	2	2	..	..	2	..	2	1	..	19
5. Convulsions (not puerperal)	5	1	....	6	....	....	6	....	....	5	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2	2	..	..	2	..	..	..	6
6. Other Nervous Diseases	3	....	....	1	2	....	....	2	1	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2	1	..	..	..	2	..	..	..	..	..	..	..	..	..	..	1	3
Total	35	16	....	34	16	1	20	24	7	8	4	1	..	..	1	2	..	..	1	1	..	..	1	4	9	13	4	2	10	4	7	4	4	3	..	3	4	8	3	1	51
IV. CIRCULATORY SYSTEM.																																								
1. Organic Heart Diseases	10	8	....	10	8	...	6	10	2	....	..	..	..	..	..	1	..	1	..	..	..	1	2	1	11	1	..	..	1	..	1	5	1	2	3	2	..	1	..	2	18
2. Angina Pectoris	....	2	....	2	....	....	....	2	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2	..	..	..	..	..	..	..	..	1	1	..	..	..	..	..	..	2
3. Diseases of the Arteries, Atheroma Aneu., etc.	1	....	....	....	1	....	....	1	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	1
Total	11	10	....	12	9	....	6	13	2	....	..	..	..	..	..	1	..	1	..	..	..	1	2	1	11	1	..	..	1	1	1	5	1	3	4	2	..	1	..	2	21
V. RESPIRATORY SYSTEM.																																								
1. Acute Bronchitis	2	1	....	3	....	....	3	....	....	2	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	1	..	..	..	..	1	..	3
2. Chronic Bronchitis	1	....	....	1	....	....	1	....	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	1
3. Pneumonia	10	13	....	19	3	1	13	10	....	4	..	1	..	..	1	..	2	1	..	..	1	1	2	2	1	4	3	..	3	1	7	4	5	2	..	..	..	..	1	23
4. Pleurisy	3	1	....	3	1	....	2	1	1	....	..	..	..	..	..	..	..	1	..	..	..	..	..	1	2	..	..	..	..	1	1	1	..	1	..	..	..	..	..	..	4
5. Asthma and Emphysema	1	2	....	1	2	....	....	1	2	....	..	..	..	1	..	..	..	..	..	..	..	..	..	..	1	1	..	..	1	2	..	..	..	..	..	..	..	..	1	..	3
6. Other Diseases of the Respiratory System.	1	....	....	....	1	....	....	1	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	1
Total	18	17	....	27	7	1	19	13	3	6	1	1	..	1	1	..	2	2	..	..	1	1	2	3	6	5	3	..	4	3	9	6	5	4	..	..	1	..	2	1	35
VI. DIGESTIVE SYSTEM.																																								
1. Infantile Diarrhœa and Cholera Infantum	8	7	....	15	....	....	15	....	....	15	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	9	4	2	..	..	15
2. Diarrhœa and Enteritis (not infantile)	....	1	....	1	..	....	1	....	....	....	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	1
3. Hernia and Intestinal obstructions	1	....	....	1	....	....	....	1	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	1
4. Diseases of the Liver	4	....	....	3	1	....	....	4	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	2	2	..	..	..	1	..	..	..	..	..	..	..	1	..	..	2	..	4
5. Iliac Abscess (Typhlitis, Perityphlitis, Appen.)	4	1	....	4	1	....	4	1	....	....	..	..	..	..	..	2	2	..	..	..	..	..	..	1	..	..	..	..	2	1	..	1	..	..	..	..	1	..	..	..	..	5
Total	17	9	....	24	2	....	20	6	....	15	..	..	..	..	1	2	2	..	..	..	..	..	..	4	2	..	..	..	3	1	..	1	..	1	..	11	4	2	2	1	26
VII. GENITO-URINARY SYSTEM.																																								
1. Acute Nephritis	1	....	....	1	....	....	....	1	....	....	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	1
2. Bright's Disease	7	3	....	8	2	....	2	8	....	....	1	..	..	..	..	..	..	..	1	..	1	..	..	1	3	3	..	..	1	1	1	4	2	..	..	..	1	..	..	..	10
3. Other Diseases of the Kidneys and Adnexa	1	1	....	....	2	....	....	1	1	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2	..	..	..	..	..	..	..	..	..	..	1	1	..	..	2
4. Diseases of the Bladder	3	1	....	3	1	....	....	4	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2	2	..	..	1	..	..	..	1	1	..	..	..	..	1	..	4
5. Other Diseases of the Uterus	....	1	....	....	1	....	....	1	....	....	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	1
Total	12	6	....	12	6	....	2	15	1	....	1	..	..	..	..	..	..	..	1	..	..	1	2	1	5	7	..	..	2	1	1	4	3	2	..	1	3	..	1	..	18

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CAUSES OF DEATHS BY CITIES IN 1906.—LONDON.

General Diseases.	Sex.			Nativity.			Social Con.			Ages.																													Months.												Total.
										Under 5.																																										
Number of Column.	Male.	Female.	Not Stated.	Canada.	Foreign.	Not Stated.	Single.	Married.	Not Stated.	0.1	1.	2.	3.	4.	5-9.	10-14.	15-19.	20-24.	25-29.	30-34.	35-39.	40-44.	45-49.	50-59.	60-69.	70-79.	80 and over.	Not given.	January.	February.	March.	April	May.	June.	July.	August.	September.	October.	November.	December.	Total.
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41
I. COMMUNICABLE (EPIDEMIC) DISEASES.																																																
1. Typhoid Fever	11	4	....	13	2	....	10	5	....	..	..	..	..	..	1	1	5	3	..	2	2	..	..	1	..	..	..	..	1	..	..	..	..	..	1	2	2	5	2	2	15
2. Scarlet Fever	....	1	....	1	....	....	1	....	....	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	1
3. Diphtheria and Croup	6	6	....	12	....	....	11	1	....	2	..	2	2	1	..	1	1	1	..	1	..	..	..	..	..	..	..	..	1	..	3	..	..	3	..	..	1	..	1	3	12
Total	17	11	....	26	2	....	22	6	....	2	..	2	3	1	2	2	6	4	..	3	2	..	..	1	..	..	..	..	2	..	4	..	..	3	1	2	3	5	3	5	28
II. OTHER GENERAL DISEASES.																																															
1. Pyæmia and Septicæmia	2	6	....	6	2	....	2	6	....	1	..	..	..	..	..	1	2	..	..	1	..	..	1	..	..	1	1	..	1	..	1	1	..	..	2	..	..	..	..	3	8
2. Tuberculosis and Scrofula	34	36	....	53	17	....	30	37	3	4	..	..	..	..	3	..	8	6	12	10	1	10	4	8	2	1	1	..	2	4	6	9	6	6	5	8	6	4	6	8	70
3. Anæmia	2	2	...	3	1	....	....	4	....	....	..	..	..	..	..	..	..	..	..	..	..	..	1	1	1	..	..	..	1	2	1	..	..	..	..	..	..	..	..	..	4
4. Cancer	27	24	....	29	22	....	12	37	2	....	..	..	..	1	..	1	1	1	..	1	1	2	5	13	15	8	2	..	7	5	3	4	3	3	6	4	3	1	6	6	51
5. Rheumatism and Gout	....	1	....	1	....	....	....	1	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	1	..	..	..	..	..	..	..	..	..	..	1
6. Diabetes	2	2	....	3	1	....	1	2	1	....	..	..	..	..	1	..	..	..	1	..	..	..	..	2	..	..	..	..	..	..	..	..	1	..	1	..	1	..	..	1	4
Total	77	61	....	95	43	....	45	87	6	5	..	..	..	1	4	1	10	9	13	11	3	12	10	25	18	11	5	..	11	12	11	14	10	9	14	12	10	5	12	18	138
Local Diseases.																																															
III. NERVOUS SYSTEM.																																															
1. Meningitis	4	4	....	8	....	....	7	1	....	2	..	..	1	1	..	..	..	1	1	..	..	..	1	..	1	..	..	..	1	..	..	2	..	1	1	1	1	..	1	..	8
2. Congestion and Hemorrhage of the Brain	14	11	....	16	9	....	2	20	3	....	..	..	..	..	..	..	..	1	2	..	2	2	1	7	5	4	1	..	1	2	2	1	2	2	1	2	4	4	3	1	25
3. Softening of the Brain	....	2	....	....	2	....	....	2	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2	..	..	..	..	..	..	..	..	..	..	..	..	..	2	..	..	2
4. Paralysis without specified cause	13	10	....	12	11	....	3	20	....	....	..	..	1	..	..	..	..	1	..	1	..	1	1	2	2	6	4	4	..	1	3	1	4	1	2	2	1	4	1	1	2	23
5. Insanity	1	....	....	....	1	....	....	1	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	1	..	..	1
6. Epilepsy	....	2	....	1	1	....	1	1	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	2	..	..	..	..	..	..	1	..	..	..	..	..	..	1	..	..	2
7. Convulsions (not puerperal)	11	4	....	15	....	....	14	1	....	12	1	1	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	2	2	..	1	1	1	2	1	1	2	..	2	15
8. Tetanus	1	....	....	1	....	....	1	....	....	....	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	1
9. Other Nervous Diseases	2	2	....	4	....	....	2	2	....	....	1	1	..	..	..	..	..	..	..	..	..	..	..	1	..	1	..	..	..	..	..	1	..	1	..	..	..	..	..	2	4
Total	46	35	....	57	24	....	30	48	3	14	2	2	2	1	..	1	2	1	3	2	1	3	6	5	15	12	8	1	5	7	5	8	5	6	7	5	11	10	5	7	81

IV. CIRCULATORY SYSTEM.

| | | |

LONDON.—*Concluded.*

Number of Column.	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41
IX. THE SKIN.																																									
1. Erysipelas	1	....	....	....	1	....	....	1	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	1	..	..	..	..	..	..	..	..	..	1
2. Other Diseases of the Skin and Adnexa (Cancer excepted)	1	3	....	1	3	....	1	3	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	1	1	1	1	..	1	..	..	1	..	..	..	..	..	..	1	1	4
Total	2	3	....	1	4	....	1	4	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	1	1	1	2	..	1	..	1	1	..	..	..	..	..	..	1	1	5
X. LOCOMOTOR SYSTEM.																																								
(No cases in this class)																																								
XI. MALFORMATIONS, ETC.																																								
1. Still-Births	24	20	2	46	....	....	46	....	....	46	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	5	2	6	3	3	3	5	6	3	4	2	4	46
2. Congenital Debility and Malformations	22	19	1	42	....	....	42	....	....	42	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2	5	6	7	2	1	1	3	6	2	3	4	42
3. Other Diseases of Infancy	7	2	....	9	....	....	9	....	....	9	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	3	2	2	1	9
4. Senile Decay	22	22	....	9	31	1	6	34	4	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2	9	33	..	3	4	6	4	5	6	3	3	3	2	2	3	44
Total	75	63	3	106	31	1	103	34	4	97	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2	9	33	..	10	11	18	14	10	10	9	13	15	10	9	12	141
XII. SUICIDE.																																								
(No cases in this class)																																								
XIII. ACCIDENT.																																								
1. Fractures and Dislocations	5	....	....	3	2	....	2	2	1	....	..	..	..	..	2	..	..	..	1	1	..	1	..	..	..	..	..	..	1	..	..	..	..	1	1	1	..	1	..	..	5
2. Gunshot	2	....	....	1	1	....	2	....	....	....	..	..	..	..	..	1	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	1	..	1	..	..	..	..	..	2
3. Drowning	4	....	....	3	1	....	3	1	....	....	..	..	..	..	..	2	..	..	1	..	..	..	..	1	..	..	..	..	..	2	..	..	..	1	..	..	1	..	..	..	4
4. Electric Cars	....	1	....	....	1	....	....	1	....	....	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	1
5. Bicycles	....	1	....	....	1	....	1	....	....	....	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	1
6. Railways	4	1	....	5	....	....	1	2	2	....	..	..	..	..	..	..	1	1	..	1	..	..	..	1	..	..	1	..	1	..	1	..	..	..	..	2	..	..	1	..	5
7. Other accidents	12	5	....	12	5	....	10	6	1	1	..	1	..	..	1	1	1	2	2	..	..	..	4	5	2	..	1	..	4	2	5	1	2	3	2	4	3	4	2	3	35
Total	27	8	....	24	11	....	19	12	4	1	..	1	..	..	3	3	3	3	5	2	2	..	4	5	2	..	1	..	4	2	5	1	2	3	2	4	3	4	2	3	35
XIV. ILL-DEFINED CAUSES.																																								
1. Dropsy	1	4	....	2	3	....	1	3	1	....	..	..	..	..	..	..	..	..	..	1	..	1	..	1	1	..	1	..	..	..	..	2	1	..	..	1	..	..	1	..	5
2. Tumors	....	2	....	2	....	....	..	2	....	....	..	..	..	..	..	..	..	..	..	..	1	..	..	1	..	..	..	..	1	..	..	1	..	..	..	..	..	..	..	..	2
3. Other Ill-defined Causes	2	5	....	3	3	1	....	5	2	....	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	2	1	..	2	1	..	1	..	1	..	1	..	..	..	1	7
4. Heart Failure	5	9	....	9	5	....	1	13	....	1	..	..	..	..	..	..	..	..	1	..	..	1	1	5	4	..	..	1	3	1	..	2	2	1	1	1	..	1	2	..	14
Total	8	20	....	16	11	1	2	23	3	1	..	..	..	..	..	..	..	..	3	1	2	2	1	7	7	1	1	2	6	2	1	5	3	2	1	3	..	1	3	1	28
Total from all causes	356	297	3	442	212	2	298	332	26	153	14	7	6	3	13	8	24	28	26	28	17	26	30	64	70	69	66	4	54	41	68	60	53	45	44	62	58	56	49	68	656

CAUSES OF DEATHS BY CITIES IN 1906.—NIAGARA FALLS.

General Diseases.	Sex.			Nativity.			Social Con.			Ages.																							Months.												Totals.
										Under 5.																																				
	Male.	Female.	Not stated.	Canada.	Foreign.	Not stated.	Single.	Married.	Not stated.	0.1	1.	2.	3.	4.	5–9.	10–14.	15–19.	20–24.	25–29.	30–34.	35–39.	40–44.	45–49	50–59.	60–69.	70–79.	80 and over.	Not given.	Jan.	Feb.	March.	April	May.	June.	July.	Aug.	Sept.	Oct	Nov.	Dec.	
Number of Column.	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41
I. COMMUNICABLE (EPIDEMIC) DISEASES.																																										
1. Typhoid Fever	2	1	...	3	....	....	1	2	....	....	..	..	..	..	..	..	..	2	1	..	..	..	..	..	..	..	..	..	1	1	1	..	..	..	..	..	..	..	..	..	3
2. Whooping Cough	1	1	....	1	1	....	2	....	....	2	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	1	..	..	..	..	..	..	..	..	..	..	2
Total	3	2	....	4	1	....	3	2	....	2	..	..	..	..	..	..	..	2	1	..	..	..	..	..	..	..	..	..	1	2	2	..	..	..	..	..	..	..	..	..	..	5
II. OTHER GENERAL DISEASES.																																										
1. Pyæmia and Septicæmia	....	1	....	1	....	....	1	....	....	....	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	1
2. Tuberculosis and Scrofula	4	3	....	5	2	....	3	4	....	....	..	..	..	..	..	..	..	1	1	..	2	..	1	1	1	..	..	..	1	..	..	2	1	..	..	1	..	2	..	7
3. Anæmia	1	....	....	1	....	....	....	1	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	1
4. Cancer	....	2	....	2	....	....	1	1	....	....	..	..	..	..	..	..	..	..	..	..	..	1	..	..	1	..	..	..	..	..	..	..	1	..	..	..	..	1	..	2
5. Diabetes	2	....	....	....	2	....	....	2	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2	..	..	..	..	..	..	..	..	..	2	..	..	..	..	..	2
Total	7	6	...	9	4	....	5	8	....	....	..	..	..	..	..	..	1	1	..	2	1	2	2	4	..	..	..	..	2	..	..	..	3	2	2	..	1	..	3	..	13
Local Diseases.																																									
III. NERVOUS SYSTEM.																																									
1. Meningitis	....	1	....	....	1	....	1	....	....	....	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	1
2. Congestion and Hemorrhage of Brain	....	2	....	1	1	....	1	1	....	....	..	..	..	..	..	..	..	..	1	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	1	..	..	..	2
3. Paralysis without specified cause	2	2	....	4	....	....	....	4	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	1	1	1	1	..	..	..	1	..	2	1	..	..	..	..	..	..	4
4. Convulsions (not puerperal)	....	1	....	1	....	....	1	....	....	....	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	1
5. Tetanus	1	....	....	....	1	....	....	....	1	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	1	..	..	..	1
IV. CIRCULATORY SYSTEM. (No cases in this Class). Total	3	6	....	6	3	....	3	5	1	....	2	..	..	..	..	..	..	1	1	..	..	..	1	1	2	1	..	..	..	1	..	2	3	..	1	..	2	..	..	..	9
V. RESPIRATORY SYSTEM.																																									
1. Chronic Bronchitis	....	1	....	....	1	....	....	1	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	1	..	..	..	..	..	..	..	..	..	1
2. Broncho-pneumonia	....	1	....	....	1	....	1	....	....	....	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	1
3. Pneumonia	7	2	....	7	2	....	4	5	....	2	1	..	..	..	..	1	..	..	..	1	..	..	..	3	1	..	..	..	1	..	3	1	1	..	..	..	..	1	..	2	9
4. Pleurisy	....	1	....	....	1	....	....	1	....	....	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	1
5. Congestion of the Lungs (includ. Pul. Apop.)	....	1	....	1	....	....	1	....	....	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	1
6. Other diseases of the Respiratory System	1	....	....	....	1	....	1	....	....	....	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	1
Total	8	6	....	8	6	....	7	7	....	3	1	1	..	..	..	1	1	..	..	1	1	..	..	..	3	2	..	..	1	..	4	2	1	..	..	1	1	1	..	3	14
VI. DIGESTIVE SYSTEM.																																									
1. Infan. Diarr. and Cholera Infantum	2	1	....	3	....	....	3	....	....	3	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2	..	..	..	..	..	1	..	..	..	3
2. Other Diseases of the Intestines	....	1	....	1	....	....	....	1	....	....	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	1
3. Diseases of the Liver	1	1	....	....	2	....	....	2	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2	..	..	..	1	..	..	..	..	1	..	..	..	..	..	2
4. Iliac Abscess and Appendicitis	1	....	....	1	....	....	1	....	....	....	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	1
Total	4	3	....	5	2	....	4	3	....	3	..	..	..	..	..	1	..	..	..	..	..	1	..	..	..	2	..	..	..	3	2	..	..	..	1	..	1	..	..	..	7

NIAGARA FALLS—*Concluded.*

Number of Column.	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41
VII. GENITO-URINARY SYSTEM.																																									
1. Bright's Disease	3	2	....	3	2	....	1	4	....	....	..	..	..	..	..	..	..	..	1	.	..	..	..	2	1	1	..	..	..	3	..	..	1	..	..	.	1	..	..	..	5
2. Diseases of the Bladder	1	....	....	....	1	....	....	1	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	1	..	..	..	..	..	..	..	..	..	1
Total	4	2	....	3	3	....	1	5	....	....	..	..	..	..	..	..	..	..	1	..	..	..	..	2	1	2	..	..	..	3	1	..	1	..	..	..	1	..	..	..	6
VIII. PUERPERAL DISEASES.																																								
1. Other accidents of Pregnancy (sudden death)	....	2	....	1	1	....	1	1	....	....	..	..	..	..	..	..	..	..	1	..	1	..	..	..	..	..	..	..	..	..	..	..	..	1	1	..	..	..	..	..	2
Total	....	2	....	1	1	....	1	1	....	....	..	..	..	..	..	..	..	..	1	..	1	..	..	..	..	..	..	..	..	..	..	..	..	1	1	..	..	..	..	..	2
IX. THE SKIN. (No cases in this Class.)																																								
X. LOCOMOTOR SYSTEM. (No cases in this Class).																																								
XI. MALFORMATIONS, ETC.																																								
1. Still-Births	2	2	1	5	....	....	5	....	....	5	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	1	2	..	..	1	..	..	..	..	..	..	5
2. Congenital Debility and Malformations	9	3	1	13	....	....	13	....	....	13	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	4	3	1	2	..	1	1	..	1	13
3. Other Diseases of Infancy	....	1	....	1	....	....	1	....	....	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	1
4. Senile Decay	5	4	....	4	5	....	....	9	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	4	4	..	1	..	..	1	3	1	..	2	..	..	1	..	9
Total	16	10	2	23	5	....	19	9	....	19	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	4	4	..	2	1	2	5	6	3	2	2	2	1	1	1	28
XII. SUICIDE.																																								
1. Firearms	1	....	....	....	....	1	....	....	1	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	1	..	..	..	..	..	..	1
Total	1	....	....	....	....	1	..	....	1	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	1	..	..	..	..	..	..	1
XIII. ACCIDENTS.																																								
1. Gunshot	1	....	....	....	1	....	....	1	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	1	..	..	..	..	..	..	..	..	..	1
2. Drowning	1	....	....	1	....	....	1	....	....	....	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	1
3. Asphyxiation	2	2	....	4	....	....	2	2	....	....	..	..	..	..	1	1	..	..	..	..	1	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	4
4. Other Accidents	4	....	....	2	2	....	2	1	1	....	..	..	..	..	..	..	1	..	3	..	..	..	..	..	..	..	..	..	3	..	..	..	..	..	..	..	..	1	..	..	4
Total	8	2	....	7	3	....	5	4	1	....	..	..	..	..	1	1	2	..	3	..	1	1	..	..	..	1	..	..	3	..	1	..	..	..	1	..	..	1	..	4	10
XIV. ILL-DEFINED CAUSES.																																								
1. Dropsy	1	3	....	2	2	....	1	3	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	1	3	..	..	..	..	..	..	..	..	..	1	..	2	..	1	4
2. Heart Failure	2	4	....	4	2	....	1	5	....	....	..	..	..	..	..	..	..	..	1	1	..	..	..	2	2	..	..	..	1	..	2	..	..	..	2	..	1	..	..	..	6
Total	3	7	....	6	4	....	2	8	....	....	..	..	..	..	..	..	..	..	1	1	..	..	..	3	5	..	..	..	1	..	2	..	..	..	2	1	1	2	..	1	10
Total from all causes	57	46	2	72	32	1	50	52	3	27	3	1	:	:	1	2	4	3	7	4	6	3	2	5	13	18	5	1	10	10	14	9	14	7	10	4	9	5	4	9	105

General Diseases	Sex.			Nativity.			Social con.			Ages.																		Months.												Totals.
										Under 5.					5-9.	10-14.	15-19.	20-24.	25-29.	30-34	35-39.	40-44.	45-49.	50-59.	60-69.	70-79.	80 & over.	Not given	Jan.	Feb.	March.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.	
	Male.	Female.	Not stated.	Canada.	Foreign.	Not stated.	Single.	Married.	Not stated.	0.1	1.	2.	3.	4.																										
Number of Column.	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41
I. COMMUNICABLE (EPIDEMIC) DISEASES.																																								
1. Typhoid Fever	20	5	....	18	6	1	9	11	5	....	..	..	1	1	..	..	2	1	6	4	3	1	2	2	2	..	..	..	1	..	2	1	1	1	1	4	2	5	4	3	25
2. Measles	5	4	..	9	....	....	8	1	....	1	5	1	..	..	1	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	4	1	3	..	..	..	..	1	9
3. Scarlet Fever	....	1	....	1	....	....	1	....	....	....	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	1
4. Whooping Cough	7	11	....	18	....	....	18	....	....	14	2	2	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	6	3	3	4	2	..	..	..	..	..	..	..	18
5. Diphtheria and Croup	12	4	....	15	....	1	15	1	....	1	3	2	4	3	2	..	..	..	..	..	..	..	1	..	..	..	..	..	..	2	3	..	1	..	..	1	1	1	3	1	16
6. Influenza	....	1	....	1	....	....	1	....	....	....	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	1
7. Other Epidemic Diseases	....	1	....	1	....	....	1	....	....	....	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	1
Total	44	27	....	63	6	2	53	13	5	16	10	5	5	5	5	..	3	1	6	4	3	2	2	2	2	..	..	..	7	5	8	5	8	2	4	5	3	10	8	6	71
II. OTHER GENERAL DISEASES.																																								
1. Pyæmia and Septicæmia	2	1	....	6	....	....	3	2	1	....	..	..	..	..	1	..	..	2	..	..	2	..	..	..	..	1	..	..	1	..	1	1	..	1	..	..	..	1	..	1	6
2. Tuberculosis and Scrofula	55	59	....	95	17	2	60	46	8	16	2	2	..	..	2	4	12	7	13	21	8	9	6	6	5	1	..	..	13	2	5	13	23	8	7	15	10	6	7	5	114
3. Anæmia	2	5	....	5	2	....	4	3	....	1	..	..	..	..	..	..	..	1	..	..	1	..	..	2	2	..	..	..	1	..	..	1	..	1	1	..	..	..	2	1	7
4. Syphillis	5	4	....	9	....	....	9	....	....	9	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	1	..	1	..	1	1	2	..	..	1	1	9
5. Cancer	15	33	....	34	12	2	7	34	7	....	..	..	..	..	..	1	..	..	2	1	1	1	5	15	10	9	3	..	5	3	3	5	8	2	6	1	1	4	4	3	48
6. Rheumatism and Gout	2	3	....	4	1	....	3	2	....	....	..	..	1	..	..	1	..	..	..	..	..	..	..	2	1	..	..	..	..	..	..	2	..	1	..	..	..	1	..	1	5
7. Diabetes	1	4	....	5	....	....	....	4	1	....	..	..	..	..	..	..	..	..	..	1	2	..	..	1	..	1	..	..	..	..	..	2	..	1	..	..	..	2	..	..	5
8. Other General Diseases	2	1	....	3	....	....	2	1	....	....	..	..	..	..	..	..	1	1	1	..	..	..	..	..	..	..	..	..	..	..	1	..	1	..	..	..	..	..	..	..	3
9. Alcoholism, Acute and Chronic	1	....	....	1	....	....	1	....	....	....	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	1
Total	85	113	....	162	32	4	89	92	17	26	2	2	1	..	3	5	14	11	16	25	12	11	11	26	19	11	3	..	21	7	9	26	32	14	17	21	11	14	14	12	198
Local Diseases.																																								
III. DISEASES OF NERVOUS SYSTEM, ETC.																																								
1. Encephalitis	....	1	....	1	....	....	1	....	....	....	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	1
2. Meningitis	8	8	....	16	....	....	15	1	....	5	3	..	1	..	3	1	2	1	..	..	..	..	..	..	..	..	..	..	1	2	1	3	1	1	..	4	2	..	..	1	16
3. Congestion and Hemorrhage of the Brain	18	15	....	25	8	....	12	21	....	2	..	1	1	..	..	..	2	1	..	..	1	2	1	8	5	6	3	..	7	2	1	4	..	2	..	2	4	6	..	5	33
4. Paralysis without Specified Cause	16	10	....	20	4	2	2	22	2	....	..	..	..	..	..	..	..	..	..	..	1	2	1	4	7	5	6	..	3	2	..	3	1	4	1	2	1	3	2	4	26
5. Insanity	1	2	....	2	1	....	....	3	....	....	..	..	..	..	..	..	1	..	..	..	..	..	..	1	..	..	1	..	..	..	..	..	1	..	..	1	..	..	..	..	1	3
6. Epilepsy	1	3	....	4	....	....	2	1	1	....	..	..	..	..	..	..	..	..	1	..	..	..	..	1	2	..	..	..	..	..	..	..	..	..	..	..	1	..	1	1	4
7. Convulsions (not puerperal)	10	10	....	18	2	....	15	5	....	10	2	2	..	..	1	..	1	..	1	..	1	..	..	..	..	1	..	1	..	4	..	4	2	2	..	1	..	2	2	3	20
8. Other Nervous Diseases	5	6	....	9	2	....	6	4	1	....	1	..	..	..	..	1	1	..	1	1	1	..	..	2	..	2	..	1	1	..	..	..	3	2	1	..	1	1	2	11
Total	59	55	....	95	17	2	53	57	4	17	6	3	2	..	4	3	6	3	2	1	5	4	2	16	14	14	10	2	12	10	2	16	4	12	4	11	8	12	6	17	114

OTTAWA.—*Continued.*

Number of Column.	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41
IV. CIRCULATORY SYSTEM.																																									
1. Endocarditis	12	5	....	12	4	1	2	12	5	....	..	..	..	..	..	..	1	1	1	..	1	..	2	..	6	3	1	1	1	1	1	4	2	..	1	1	1	..	3	2	17
2. Organic Heart Disease	24	31	....	30	24	1	8	42	5	....	..	..	..	..	..	..	..	..	1	6	3	1	7	18	13	5	1	4	7	3	8	4	5	2	2	7	7	5	1	55
3. Angina Pectoris	2	....	....	1	1	....	....	2	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	1	1	..	..	..	..	1	..	..	1	..	..	..	..	..	..	..	..	2
4. Diseases of the Arteries, Athermo, Aneurism, etc	7	5	....	4	8	....	2	9	1	....	..	..	..	..	..	..	..	..	1	..	1	..	1	..	3	2	4	..	2	1	..	1	..	..	..	..	1	1	4	2	12
5. Other Diseases of the Circulatory System	1	1	....	2	....	....	....	2	....	....	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	1	..	..	1	..	2
Total	46	42	....	49	37	2	12	67	9	....	..	..	..	..	..	1	1	2	2	7	4	3	9	28	19	10	2	7	10	4	13	7	5	3	4	9	8	13	5	88
V. RESPIRATORY SYSTEM.																																								
1. Acute Bronchitis	10	8	....	16	2	....	16	2	....	10	1	1	..	..	..	2	..	..	1	..	2	..	..	1	..	..	..	..	1	1	2	3	2	2	..	..	2	1	3	1	18
2. Chronic Bronchitis	5	4	....	6	3	....	1	7	1	....	..	..	..	..	..	1	..	..	..	..	..	..	..	..	3	2	3	..	2	..	..	2	..	1	..	1	..	1	1	1	9
3. Broncho-pneumonia	8	10	....	14	2	2	13	5	....	4	2	1	2	..	3	..	1	..	..	..	1	..	..	..	1	3	..	..	2	2	1	2	2	1	3	..	..	1	1	3	18
4. Pneumonia	33	20	....	41	12	....	29	20	4	8	5	2	1	..	1	1	1	4	1	3	1	2	3	3	8	6	2	1	6	2	4	9	7	2	2	1	4	2	7	7	53
5. Congestion of the Lungs (inel. pul. apoplexy)	2	2	....	3	1	....	3	1	....	....	..	1	..	..	..	..	..	..	..	..	..	..	..	..	1	1	1	..	..	..	..	1	2	..	..	..	..	..	..	..	4
6. Asthma and Emphysema	2	1	....	2	1	....	....	3	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	2	..	1	..	..	..	1	..	..	..	..	..	..	..	..	..	..	3
7. Other Diseases of the Respiratory System	1	3	...	4	....	....	3	1	....	....	1	2	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	1	1	2	..	..	..	..	..	..	..	..	..	4
Total	61	48	..	86	21	2	65	39	5	22	9	7	3	.	4	4	2	4	2	4	4	2	3	7	13	13	5	1	12	7	9	17	13	6	5	2	6	5	12	15	109
VI. DIGESTIVE SYSTEM.																																								
1. Other Diseases of Stomach (cancer excepted)	12	6	....	16	2	....	9	7	2	5	..	1	..	..	..	..	..	..	1	..	..	1	5	2	2	1	..	..	2	1	3	3	2	5	..	..	1	1	..	18
2. Infantile Diarrhœa and Cholera Infantum	51	48	....	99	....	....	99	....	....	96	3	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	4	3	3	4	30	29	15	7	3	1	99
3. Diarrhœa and Enteritis (not infantile)	1	2	....	3	....	....	2	1	....	....	..	..	1	..	..	..	..	..	1	..	..	..	1	..	..	..	..	..	..	1	..	..	..	..	2	..	..	..	..	..	3
4. Dysentery	3	2	....	5	.	....	1	4	....	....	1	..	..	..	..	..	..	..	1	..	..	..	1	1	..	1	..	..	1	..	..	..	..	..	..	2	1	..	..	1	5
5. Hernia and Intestinal obstructions	11	6	....	13	4	....	8	9	....	4	..	..	..	..	..	..	1	2	1	..	..	..	1	..	1	3	4	..	1	1	1	3	..	2	..	1	..	2	6	..	17
6. Other Diseases of the Intestines	1	4	....	5	....	....	4	1	....	4	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	1	1	..	..	..	..	2	..	1	..	..	..	5
7. Diseases of the Liver	8	6	....	13	1	....	4	10	....	....	..	..	..	..	..	..	..	..	1	..	1	1	1	2	5	3	..	..	..	2	..	..	2	1	..	1	2	2	2	2	14
8. Peritonitis (not puerperal)	7	12	...	17	....	2	10	7	2	....	..	1	..	..	1	3	5	1	3	1	1	1	1	1	..	..	..	..	2	1	1	2	2	1	3	2	1	..	1	3	19
9. Iliac abscess (Typhlitis, appendicitis)	4	4	....	6	2	....	8	....	....	....	..	..	..	.	3	3	1	..	..	..	1	..	..	..	..	..	..	..	..	..	4	..	1	..	2	..	..	..	..	..	8
Total	98	90	....	177	9	2	145	39	4	109	4	1	2	..	3	4	5	7	4	5	3	3	6	9	9	9	5	..	5	8	11	11	11	10	42	37	20	12	13	8	188
VII. GENITO-URINARY SYSTEM.																																								
1. Bright's Disease	23	19	....	32	9	1	13	27	2	2	2	..	..	..	..	1	2	..	1	2	5	1	2	9	7	6	2	..	3	3	1	5	3	2	5	8	2	4	2	4	42
2. Other Diseases of the Kidneys and Adnexa	1	....	....	1	....	....	1	....	....	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	1
3. Diseases of the Bladder	1	....	....	1	....	....	....	1	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1
4. Other Diseases of the Uterus	....	1	....	1	....	....	....	1	....	....	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	1
5. Other Diseases of the female Genital Organs	....	1	....	1	....	....	1	....	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	1
Total	25	21	....	36	9	1	15	29	2	3	2	..	..	..	..	1	2	..	1	3	5	1	3	9	8	6	2	..	3	4	2	5	3	2	6	8	2	4	2	5	46
VIII. PUERPERAL DISEASES.																																								
1. Puerperal Septicemia	....	6	....	5	1	....	....	6	....	....	..	..	..	..	..	..	1	1	2	..	1	1	..	..	..	..	..	..	1	..	1	1	..	..	1	..	..	1	..	1	6
2. Puerperal Albuminuria and Convulsions	....	1	....	1	....	....	....	1	....	....	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	1
Total	....	7	. ..	6	1	....	....	7	....	....	..	..	..	..	..	..	1	1	3	..	1	1	..	..	..	..	..	..	1	..	1	2	..	..	1	..	..	1	..	1	7

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CAUSES OF DEATHS BY CITIES IN 1906.—PETERBOROUGH.

General Diseases.	Sex.			Nativity.			Social Con.			Ages.																						Months.												Totals.
										Under 5.																																			
	Male.	Female.	Not stated.	Canada.	Foreign.	Not stated.	Single.	Married.	Not stated.	0.1	1.	2.	3.	4.	5-9.	10-14.	15-19.	20-24.	25-29.	30-34.	35-39.	40-44.	45-49.	50-59.	60-69.	70-79.	80 and over.	Not given.	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	
Number of Column.	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41
I. COMMUNICABLE (EPIDEMIC) DISEASES.																																									
1. Typhoid Fever	4	....	....	3	1	....	3	1	....	....	..	..	..	..	..	..	..	1	..	1	2	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	2	1	4
2. Measles	1	....	....	....	1	....	1	....	....	....	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	1
3. Whooping Cough	....	1	....	....	1	....	1	....	....	....	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	1
4. Diphtheria and Croup	3	3	....	2	4	....	6	....	....	....	..	1	1	3	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2	2	..	..	..	..	..	..	..	2	..	6
Total	8	4	....	5	7	....	11	1	....	....	2	1	1	3	1	..	..	1	..	1	2	..	..	..	..	..	..	..	2	2	..	1	..	..	1	1	..	..	4	1	12
II. OTHER GENERAL DISEASES.																																									
1. Pyaemia and Septicemia	1	1	....	1	1	....	1	1	....	....	..	..	..	..	..	..	1	..	..	1	..	..	..	..	..	..	..	..	..	1	..	..	1	..	..	..	..	..	..	..	..	2
2. Tuberculosis and Scrofula	10	16	...	25	1	....	17	9	....	4	..	..	1	..	..	1	3	1	3	3	3	5	1	1	..	..	..	..	3	4	1	2	1	3	3	2	2	2	1	2	26
3. Anaemia	2	2	....	4	....	....	....	3	1	....	..	..	..	..	..	..	..	..	..	1	..	..	..	1	2	..	..	..	..	..	..	..	..	..	..	1	2	..	1	..	..	4
4. Cancer	4	3	....	5	1	1	2	5	...	....	..	..	..	..	..	..	..	..	..	1	1	..	..	2	1	1	1	..	..	..	..	1	2	1	..	1	..	..	2	..	7
5. Rheumatism and Gout	....	1	....	....	1	....	....	1	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	1
6. Diabetes	1	1	....	2	....	....	1	1	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	2	..	..	..	..	..	1	..	..	1	..	..	..	..	..	..	..	..	2
7. Other General Diseases	....	1	....	1	....	....	....	1	....	....	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	1
Total	18	25	....	38	4	1	21	21	1	4	..	..	1	..	..	1	4	1	3	5	6	5	1	6	2	3	1	..	3	6	1	4	5	4	4	6	2	3	3	2	43
Local Diseases.																																									
III. NERVOUS SYSTEM.																																									
1. Encephalitis	....	2	....	2	....	....	1	1	....	....	1	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	1	..	2
2. Meningitis	2	3	....	4	1	....	5	..	....	3	..	..	..	..	..	1	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	1	..	..	..	1	..	2	5
3. Congestion and Hemorrhage of the Brain	3	6	....	3	5	1	1	7	1	....	..	..	..	..	..	..	..	..	..	..	..	..	2	1	4	2	..	..	..	..	3	..	1	..	..	2	..	..	..	3	9
4. Paralysis without specified cause	5	4	....	3	6	....	2	7	....	....	..	1	..	..	..	..	..	..	..	..	..	..	1	3	1	3	..	..	..	1	..	1	1	..	1	1	1	2	1	..	9
5. Insanity	....	1	....	1	....	....	....	1	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	1
6. Epilepsy	1	2	....	3	....	....	2	1	....	....	..	..	..	..	..	..	1	..	..	1	..	..	1	..	..	..	..	..	..	..	1	..	..	..	..	..	1	..	..	..	3
7. Convulsions (not puerperal)	....	2	....	2	....	....	2	....	....	1	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	1	..	..	..	2
Total	11	20	....	18	12	1	13	17	1	4	1	1	..	..	..	1	2	..	..	1	1	..	2	3	4	6	5	..	1	2	5	1	2	1	2	4	2	4	2	5	31
IV. CIRCULATORY SYSTEM.																																									
1. Organic Heart Diseases	9	13	....	13	9	....	2	18	2	....	..	..	..	..	..	..	..	1	..	..	3	..	..	3	3	5	7	..	5	..	4	1	1	1	1	1	..	4	2	2	22
2. Diseases of the Arteries, Atheroma, Aneu., etc.	1	1	....	1	1	....	....	2	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	1	..	..	..	..	1	..	..	..	..	..	1	..	..	..	2
Total	10	14	....	14	10	...	2	20	2	....	..	..	..	..	..	..	..	1	..	..	3	..	..	3	4	5	8	..	5	..	5	1	1	1	1	1	..	4	2	2	24

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PETERBOROUGH.—*Concluded.*

Number of Column.	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41
XIII. ACCIDENT.																																									
1. Fractures and Dislocations	3	..	..	..	3	..	..	3	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	2	..	1	..	..	..	..	2	..	..	1	..	..	..	..	..	..	3
2. Drowning	2	2	..	3	1	..	2	1	1	1	..	..	..	..	1	..	..	1	..	..	..	..	..	..	1	..	..	..	1	..	..	..	..	2	..	..	..	..	1	..	..	4
3. Burns and Scalds	..	1	..	1	..	..	1	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	1
4. Other Accidents	..	1	..	1	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	1
Total	5	4	..	5	4	..	3	5	1	1	..	..	..	..	1	..	1	1	..	..	1	..	..	..	3	..	1	..	1	..	..	2	..	2	2	..	..	1	1	..	9
XIV. ILL-DEFINED CAUSES.																																								
1. Other Ill-defined Causes	2	..	..	1	1	..	1	1	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	1	..	..	..	..	1	2
2. Heart Failure	1	3	..	2	2	..	..	4	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	1	1	1	..	1	1	..	..	..	..	..	1	..	..	..	..	1	4
Total	3	3	..	3	3	..	1	5	..	..	..	..	..	..	..	..	..	1	..	..	1	..	..	..	1	2	1	..	1	1	..	..	..	..	..	1	..	..	..	..	1	6
Total from all causes	120	127	1	172	74	2	123	118	7	63	5	2	2	3	4	3	12	6	4	9	16	11	9	17	24	31	27	..	24	21	24	25	16	16	20	23	11	22	22	24	248

CAUSES OF DEATHS BY COUNTIES IN 1906.—ST. CATHERINES.

General Diseases.	Sex.			Nativity.			Social Con.			Ages.																			Months.												Totals.
										Under 5.																															
	Male.	Female.	Not stated.	Canada.	Foreign.	Not stated.	Single.	Married.	Not stated.	0.1	1.	2.	3.	4.	5-9.	10-14.	15-19.	20-24.	25-29.	30-34.	35-39.	40-44.	45-49.	50-59.	60-69.	70-79.	80 and over.	Not given.	Jan.	Feb.	March.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.	
Number of Column.	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41
I. COMMUNICABLE (EPIDEMIC) DISEASES.																																									
1. Typhoid Fever	2	1	..	1	2	..	..	2	1	..	..	..	..	..	..	..	1	..	..	1	..	..	..	1	..	..	..	..	1	..	..	..	..	..	1	..	..	..	1	..	3
2. Whooping Cough	..	1	..	1	..	..	1	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	1
Total	2	2	..	2	2	..	1	2	1	1	..	..	..	..	..	..	1	..	..	1	..	..	..	1	..	..	..	..	1	..	..	1	..	..	..	1	..	..	..	1	..	4

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ST. CATHERINES.—*Concluded*

Number of Column.	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41
VIII. PUERPERAL DISEASES.																																									
(No Cases In this Class).																																									
IX. DISEASES OF THE SKIN.																																									
1. Other Diseases of the Skin and its Adnexa (Cancer excepted)	2	....	....	1	1	....	....	1	1	....	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	1	..	..	..	..	..	1	..	..	..	..	..	..	1	..	2
Total	2	....	....	1	1	....	....	1	1	....	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	1	..	..	..	..	..	1	..	..	..	..	..	..	1	..	2
X. LOCOMOTOR SYSTEM.																																									
(No Cases in this Class).																																									
XI. MALFORMATIONS, ETC.																																									
1. Still-Births	3	6	....	9	....	....	9	....	....	9	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	3	..	2	..	1	..	1	..	1	..	1	..	1	9
2. Congen. Debility and Malformations	12	10	....	22	....	....	22	....	....	22	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	1	1	3	1	4	2	3	5	1	..	22
3. Other Diseases of Infancy	2	3	....	5	....	....	5	....	....	5	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2	..	2	..	..	..	..	..	..	..	1	..	5
4. Senile Decay	4	12	....	2	14	....	1	6	9	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	11	5	..	..	1	2	1	2	1	..	3	2	..	2	2	16
Total	21	31	....	38	14	....	37	6	9	36	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	11	5	..	3	4	5	4	5	3	4	6	5	6	4	3	52
XII. SUICIDE.																																								
(No Cases in this Class).																																								
XIII. ACCIDENTS.																																								
1. Drowning	2	....	....	1	1	....	1	....	1	....	..	..	..	..	..	1	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	1	..	..	..	..	2
2. Axphyxiation	1	....	....	....	1	....	....	....	1	....	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	1
3. Railways	2	1	....	1	2	....	....	2	1	....	..	..	..	..	..	..	..	..	..	1	..	..	..	..	1	..	1	..	..	..	..	..	1	1	..	..	..	..	1	..	3
4. Other accidents	3	1	....	3	1	....	1	3	....	....	..	..	..	..	..	..	..	1	..	1	..	..	..	1	..	..	1	..	..	1	..	..	3	..	..	..	..	..	..	..	1
Total	8	2	....	5	5	....	2	5	3	....	..	..	..	..	..	1	..	3	..	2	..	..	..	2	..	..	2	..	..	1	..	..	1	4	1	1	..	..	1	1	10
XIV. ILL-DEFINED CAUSES.																																								
1. Dropsy	1	....	....	....	1	....	....	1	....	....	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	1
2. Other Ill-defined Causes	....	1	....	1	....	....	....	....	1	....	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	1
3. Heart Failure	....	3	....	1	2	....	....	....	3	....	..	..	..	..	..	..	..	..	..	..	..	..	..	3	..	..	..	..	..	..	..	..	..	..	2	..	1	..	..	..	3
Total	1	4	....	2	3	....	....	1	4	....	..	..	..	..	..	..	..	..	..	..	..	1	..	4	..	..	..	..	..	..	..	..	..	1	2	..	1	1	..	..	5
Total from all causes	117	91	....	130	78	....	80	63	65	48	4	3	2	..	2	2	4	14	3	11	9	10	4	26	10	35	20	1	19	18	10	21	20	14	15	25	20	17	15	14	208

CAUSES OF DEATHS BY CITIES IN 1906.—STRATFORD.

General Diseases.	Sex.			Nativity.			Social Condition.			Ages.																								Months												Totals.
										Under 5.					5-9	10-14.	15-19.	20-24.	25-29.	30-34.	35-39.	40-44.	45-49.	50-59.	60-69.	70-79.	80 and over.	Not given.	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.								
	Male.	Female.	Not stated.	Canada.	Foreign.	Not stated.	Single.	Married.	Not stated.	0.1	1.	2.	3.	4.																																
Number of Column.	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41							
I. COMMUNICABLE (EPIDEMIC) DISEASES.																																															
1. Typhoid Fever	1	2	....	2	1	....	2	1	....	....	1	..	..	..	..	..	..	1	..	..	..	..	..	..	1	..	..	..	..	..	..	..	1	..	..	..	..	1	1	3						
2. Whooping Cough	1	....	....	1	....	....	1	....	....	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	1						
Total	2	2	....	3	1	....	3	1	....	1	1	..	..	..	..	..	..	1	..	..	..	..	..	..	1	..	..	..	..	..	..	..	1	..	..	..	1	1	4						
II. OTHER GENERAL DISEASES.																																														
1. Pyaemia and Septicemia	1	1	....	2	....	....	....	2	....	....	..	..	..	..	..	..	..	1	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	1	..	1	..	..	2						
2. Tuberculosis and Scrofula	4	8	....	11	....	1	8	4	....	....	..	..	..	1	..	..	1	2	2	4	..	1	1	..	..	..	..	..	..	1	1	1	1	..	1	1	..	4	..	2	12					
3. Anæmia	....	1	....	1	....	....	....	1	....	....	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	1						
4. Cancer	2	3	....	1	3	1	....	5	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	4	..	..	1	..	1	1	1	..	..	..	..	1	..	..	5						
5. Rheumatism and Gout	2	..	....	2	....	....	2	....	....	....	..	..	..	..	..	..	..	..	1	..	1	..	..	..	..	..	..	..	..	..	..	..	..	2	..	..	..	..	..	..	2						
6. Diabetes	1	2	....	1	2	....	1	2	....	....	..	..	..	..	..	1	..	..	..	..	..	..	..	..	1	..	1	..	..	..	1	..	..	..	..	..	..	1	1	..	3						
7. Other General Diseases	....	1	....	1	....	....	....	1	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	1	..	..	1	..	..	..	..	..	..	..	..	..	..	1						
Total	10	16	....	19	5	2	11	15	....	....	..	..	..	1	..	1	1	3	3	5	1	1	2	..	2	5	1	..	1	2	4	2	2	2	1	2	..	7	1	2	26						
Local Diseases.																																														
III. DISEASES OF NERVOUS SYSTEM.																																														
1. Meningitis	1	1	....	5	....	....	5	....	....	1	..	..	1	1	..	..	..	1	..	..	1	..	..	..	..	..	..	..	..	1	1	..	..	..	..	..	..	1	1	..	1	5					
2. Congestion and Hemorrhage of the Brain	1	1	....	....	2	....	....	2	....	....	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	1	..	..	..	..	..	1	..	..	..	..	..	..	..	1	2					
3. Paralysis without specified cause	2	....	....	....	2	....	1	1	....	....	..	..	..	..	..	..	..	..	..	..	..	1	1	..	..	..	..	..	..	1	..	..	..	..	..	..	1	..	..	..	2						
4. Other Nervous Diseases	1	2	....	3	....	....	1	2	....	1	..	..	..	..	..	..	..	..	..	..	..	..	1	1	..	..	..	..	..	..	..	..	1	..	..	..	1	..	..	1	..	3					
Total	5	7	....	8	4	....	7	5	....	2	..	..	1	1	..	..	..	1	..	..	1	1	1	1	1	1	1	..	1	2	..	..	2	..	..	..	2	1	1	1	2						
IV. CIRCULATORY SYSTEM.																																														
1 Organic Heart Diseases	3	7	....	5	5	....	3	7	....	....	..	..	..	..	..	1	..	..	2	1	..	1	1	1	1	1	1	..	1	2	..	1	1	..	1	1	..	..	2	1	10						
2. Other Diseases of the Circulatory	1	....	....	....	1	....	....	1	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	1						
Total	4	7	....	5	6	....	3	8	....	....	..	..	..	..	..	1	..	..	2	1	..	1	1	1	2	1	1	..	1	2	..	1	1	..	1	1	..	..	2	1	11						

STRATFORD.—*Continued.*

Number of Column.	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41
V. RESPIRATORY SYSTEM.																																									
1. Acute Bronchitis	1	2	....	2	1	....	3	....	....	2	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	1	1	1	..	..	..	..	..	..	3
2. Pneumonia	5	....	....	2	3	....	2	3	....	1	..	..	..	..	..	..	..	1	..	..	..	..	..	..	1	2	..	..	..	2	..	..	..	..	..	1	..	1	1	..	5
3. Congestion of the Lungs (including pul. apo.)	1	....	....	1	....	....	1	....	....	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	1
4. Other Diseases of the Respiratory System	1	....	....	1	....	....	1	....	....	....	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	1
Total	8	2	....	6	4	....	7	3	....	4	..	..	..	..	..	..	..	2	..	..	..	..	..	..	1	3	..	..	..	2	..	2	1	1	..	1	..	2	1	..	10
VI. DIGESTIVE SYSTEM.																																								
1. Ulcer of the Stomach	....	1	....	1	....	....	1	....	....	....	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	1
2. Other Diseases of the Stomach (cancer ex.)	1	1	....	....	2	....	....	2	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	1	..	..	..	..	..	1	1	..	..	..	..	..	..	..	2
3. Infantile Diarrhœa and Cholera Infantum	4	2	....	6	....	....	6	....	....	6	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	5	..	..	..	6
4. Diseases of the Liver	1	....	....	....	....	1	....	1	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	1
5. Peritonitis (not puerperal)	1	1	....	2	....	....	1	1	....	....	..	..	..	..	..	..	1	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	1	..	2
6. Iliac Abscess and Appendicitis	2	3	....	4	....	1	5	....	....	....	..	1	..	..	2	1	..	..	..	..	..	1	..	..	..	..	..	..	..	1	..	..	1	..	..	1	1	..	1	..	5
Total	9	8	....	13	2	2	13	4	....	6	1	1	..	..	2	1	1	1	..	..	..	1	..	..	2	1	..	..	..	2	1	..	2	1	1	2	1	5	2	..	17
VII. GENITO-URINARY SYSTEM.																																								
1. Bright's Disease	5	....	....	....	5	....	....	5	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	3	1	1	1	..	1	..	..	..	1	..	1	..	..	5
2. Other Diseases of the Uterus	....	1	....	1	....	....	....	1	....	....	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	1
Total	5	1	....	1	5	....	....	6	....	....	..	..	..	..	..	..	..	..	..	..	..	1	..	1	..	..	3	1	1	1	..	1	..	..	..	2	..	1	..	..	6
VIII. PUERPERAL DISEASES.																																								
1. Puerperal Albuminuria and Convulsions	....	1	....	1	....	....	....	1	....	....	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	1
Total	....	1	....	1	....	....	....	1	....	....	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	1
IX. THE SKIN.																																								
1. Other Diseases of Skin and its Ad. (can. ex.)	2	....	....	....	2	....	....	2	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	1	..	..	..	..	..	..	..	..	..	..	..	1	1	2
Total	2	....	....	....	2	....	....	2	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	1	..	..	..	..	..	..	..	..	..	..	..	1	1	2
X. LOCOMOTOR SYSTEM. (No Cases in this Class.)																																								
XI. MALFORMATIONS, ETC.																																								
1. Still-Births	1	....	....	1	....	....	1	....	....	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	3
2. Congenital Debility and Malformations	12	6	....	18	....	....	18	....	....	18	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	2	..	2	..	..	5	1	4	1	1	1	18
3. Other Diseases of Infancy	2	5	....	7	....	....	7	....	....	7	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	2	1	1	1	..	1	7
4. Senile Decay	3	8	....	1	10	....	2	9	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2	9	..	2	..	1	1	1	2	..	2	1	..	..	11
Total	18	19	....	27	10	....	28	9	...	26	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2	9	..	3	2	1	3	2	1	9	2	8	3	1	2	37

| | | |

ST. THOMAS.—*Concluded.*

Number of Column.	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41
Local Diseases.																																									
III. NERVOUS SYSTEM.																																									
1. Encephalitis	1	1	....	2	....	....	2	....	....	1	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	1	..	..	..	..	..	..	..	..	..	2
2. Congestion and Hemorrhage of Brain	3	....	....	2	1	....	....	3	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	1	1	..	..	1	..	..	..	..	..	1	..	1	..	..	3
3. Softening of the Brain	2	....	....	2	....	....	....	2	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	1	..	..	..	..	1	..	..	1	..	..	..	..	..	..	..	2
4. Paralysis without specified cause	5	5	....	3	7	....	....	10	....	....	..	..	..	..	..	..	..	..	..	..	..	1	2	1	5	1	..	..	2	..	2	..	1	..	2	1	1	..	1	10
5. Convulsions (not puerperal)	2	....	....	2	....	....	2	....	....	2	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	1	..	..	..	..	..	..	..	..	..	2
6. Other Nervous Diseases	2	2	....	3	1	....	2	2	....	....	..	..	..	..	..	..	1	..	1	..	1	..	..	..	1	..	..	..	1	..	..	..	1	..	1	..	..	..	..	..	4
Total	15	8	....	14	9	....	6	17	....	3	1	..	..	..	..	..	1	..	1	..	1	..	1	2	4	7	2	.	3	3	3	2	1	2	1	3	1	2	1	1	23
IV. CIRCULATORY SYSTEM.																																								
1. Organic Heart Diseases	4	5	....	6	3	....	2	7	....	....	..	..	..	..	..	..	..	1	..	..	..	..	1	..	2	3	..	..	1	..	1	1	..	..	1	2	..	1	..	2	9
Total	4	5	....	6	3	....	2	7	....	....	..	..	..	..	..	..	..	1	..	..	..	..	1	..	2	5	..	..	1	..	1	1	..	..	1	2	..	1	..	2	9
V. RESPIRATORY SYSTEM.																																								
1. Acute Bronchitis	1	....	....	1	....	....	1	....	....	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	1
2. Chronic Bronchitis	....	1	....	....	1	....	1	....	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	1
3. Pneumonia	7	3	....	3	7	....	4	6	....	2	..	..	..	..	1	..	..	..	..	..	..	..	..	..	4	2	..	1	.	1	3	..	..	1	1	..	..	..	1	3	10
4. Asthma and Emphysema	....	1	....	1	....	....	....	1	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	1
5. Other Diseases of the Respiratory System	1	....	....	1	....	....	....	1	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	1
Total	9	5	....	6	8	....	6	8	....	3	..	..	..	..	1	..	..	..	..	..	..	..	..	..	6	2	..	2	..	1	3	..	..	2	2	..	1	1	1	3	14
VI. DIGESTIVE SYSTEM.																																								
1. Other Diseases of Stomach (Cancer excepted)	2	2	....	3	1	....	2	2	....	....	..	..	..	..	..	..	..	2	..	..	..	..	..	..	..	1	1	..	..	..	1	..	..	..	1	1	..	1	..	..	4
2. Infantile Diarrhœa and Cholera Infantum	6	6	....	12	....	....	12	....	....	11	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	3	3	3	2	1	..	12
3. Diarrhœa and Enteritis (not infantile)	1	1	....	2	....	....	..	1	1	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2	..	..	..	..	..	..	..	..	..	1	..	..	1	..	..	2
4. Hernia and Intestinal obstructions	....	1	....	....	1	....	....	1	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	1	..	..	..	..	..	..	..	..	..	..	..	1
5. Other Diseases of the Intestines	....	2	....	2	....	....	1	1	....	....	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	1	..	..	..	1	..	..	..	..	..	1	..	..	..	2
6. Diseases of the Liver	5	....	....	4	1	....	1	4	....	....	..	..	..	..	..	..	..	..	..	1	1	1	1	..	1	..	..	..	1	1	1	1	..	..	..	..	..	..	..	1	5
7. Peritonitis (not puerperal)	3	2	....	4	1	....	3	2	....	....	..	..	..	..	..	1	1	..	..	2	..	..	..	..	1	..	..	..	..	1	2	..	..	..	..	..	..	1	1	..	5
Total	17	14	....	27	4	....	19	11	1	11	1	..	..	..	..	1	2	2	..	2	1	1	1	1	3	3	2	.	2	2	4	2	..	..	5	4	3	6	2	1	31
VII. GENITO-URINARY SYSTEM.																																								
1. Other Diseases of the Kidneys and Adnexa	5	....	....	3	2	....	1	4	....	....	..	..	..	..	..	..	1	..	..	..	..	1	..	..	2	1	..	..	1	1	..	..	..	..	..	1	..	1	..	1	5
Total	5	....	....	3	2	....	1	4	....	....	..	..	..	..	..	..	1	..	..	..	..	1	..	..	2	1	..	..	1	1	..	..	..	..	..	1	..	1	..	1	5
VIII. PUERPERAL DISEASES. (No Cases in this Class.)																																								
IX. DISEASES OF THE SKIN.																																								
1. Erysipelas	1	....	....	1	....	....	....	1	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	1
2. Other Dis's of Skin and Adnexa (Cancer ex.)	1	1	....	....	2	....	....	2	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2	..	..	..	..	..	..	..	..	1	..	..	1	..	..	..	2
Total	2	1	....	1	2	....	....	3	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	3	..	..	..	..	..	..	..	..	1	..	..	1	..	1	3
X. LOCOMOTOR SYSTEM. (No Cases in this Class.)																																								

	Sex.			Nativity.			Social Con.			Ages.																															Months.												Totals.
General Diseases.										Under 5.					5-9.	10-14.	15-19.	20-24.	25-29.	30-34.	35-39.	40-44.	45-49.	50-59.	60-69.	70-79.	80 and over.	Not given.	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.											
	Male.	Female.	Not stated.	Canada.	Foreign.	Not stated.	Single.	Married.	Not stated.	0.1	1.	2.	3.	4.																																						
Number of Column.	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41										
I. COMMUNICABLE (EPIDEMIC) DISEASES.																																																		
1. Typhoid Fever	41	29	....	38	27	5	30	30	10	....	..	..	..	..	..	4	3	15	21	7	6	2	1	5	3	2	1	..	1	5	7	3	1	..	4	14	11	5	10	9	70										
2. Measles	3	9	....	8	4	....	12	....	....	1	5	2	1	..	1	..	1	..	1	..	..	..	..	..	..	..	..	..	..	..	1	..	3	2	4	..	..	..	..	..	12										
3. Scarlet Fever	3	10	....	7	6	....	12	1	....	..	..	1	2	3	3	..	..	1	1	1	..	..	..	..	..	..	..	..	1	..	2	1	..	..	..	1	1	..	1	6	13										
4. Whooping Cough	9	4	....	13	..	....	13	....	....	7	4	2	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	2	3	2	1	1	..	1	..	1	13										
5. Diphtheria and Croup	42	23	....	58	7	....	63	1	1	11	12	12	6	3	14	4	1	..	..	..	..	1	1	..	..	..	..	..	12	7	2	7	6	1	5	4	4	3	9	5	65										
6. Influenza	5	6	....	6	5	....	5	5	1	3	..	..	..	..	..	..	..	..	..	..	..	1	..	..	4	2	..	..	1	2	1	2	2	..	..	1	..	1	..	1	11										
7. Other Epidemic Diseases	1	1	....	....	2	....	1	1	....	....	..	..	..	..	..	..	1	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	2	..	..	..	2										
Total	104	82	....	130	51	5	136	38	12	22	21	17	9	6	18	8	5	17	23	8	8	3	3	5	3	6	3	1	16	15	13	15	15	5	12	25	18	10	20	22	186										

CAUSES OF DEATHS BY CITIES IN 1906.—TORONTO.

	Sex.			Nativity.			Social Con.			Ages.																																											
General Diseases.										Under 5.					5-9.	10-14.	15-19.	20-24.	25-29.	30-34.	35-39.	40-44.	45-49.	50-59.	60-69.	70-79.	80 and over.	Not given.	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.											
	Male.	Female.	Not stated.	Canada.	Foreign.	Not stated.	Single.	Married.	Not stated.	0.1	1.	2.	3.	4.																																						
Number of Column.	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41										
XI. MALFORMATIONS, ETC.																																																		
1. Still-Births	4	....	....	1	....	....	4	....	....	4	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	1	1	..	1	4										
2. Congen. Debil. and Malformations	8	10	....	18	....	....	18	....	....	18	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2	6	2	2	2	..	1	..	1	..	1	1	18										
3. Other Diseases of Infancy	1	1	....	2	....	....	2	....	....	2	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2	..	..	..	..	2										
4 Senile decay	13	11	....	7	17	....	1	23	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2	13	9	..	1	3	..	3	..	5	1	4	1	2	3	1	21										
Total	26	22	....	31	17	....	25	23	....	24	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2	13	9	..	3	9	2	5	2	5	3	4	5	3	4	3	48										
XII. SUICIDE.																																																	
1. Firearms	1	....	....	1	....	....	1	....	....	....	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	1										
Total	1	....	....	1	....	....	1	....	....	....	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	1										
XIII. ACCIDENTS.																																																	
1. Fractures and Dislocations	1	....	....	....	1	....	....	1	....	....	..	..	..	..	..	..	..	2	2	..	1	2	2	1	1	1	..	..	1	..	..	..	..	..	2	4	..	1	2	2	1										
2. Railways	13	....	....	8	5	....	1	10	2	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	13										
3. Homicide	1	....	....	1	....	....	1	....	....	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1										
4. Other accidents	2	....	....	2	....	....	....	2	....	....	..	..	..	..	..	..	..	..	..	..	..	1	..	1	..	..	..	..	..	..	..	1	..	1	..	..	..	..	..	..	..	2										
Total	17	..	....	11	6	....	2	13	2	1	..	..	..	..	..	2	2	..	1	3	2	2	1	1	2	..	..	..	2	1	1	..	1	2	4	1	1	2	2	17										
XIV. ILL-DEFINED CAUSES.																																																	
1. Dropsy	1	1	....	1	1	....	1	1	....	....	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	1	..	..	..	..	..	..	1	..	..	..	..	..	2	..	2										
2. Other Ill-defined Causes	1	..	....	1	....	....	1	....	....	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1										
3. Heart Failure	5	6	....	7	4	....	3	7	1	....	..	..	..	..	1	1	..	1	1	3	..	1	..	1	2	..	..	..	..	3	1	..	1	1	2	1	..	..	2	..	11										
Total	7	7	....	9	5	....	5	8	1	1	..	..	..	..	1	1	..	1	1	3	..	1	..	2	2	..	1	..	..	3	1	..	2	1	2	1	..	..	4	..	14										
Total from all causes	116	75	....	126	64	1	73	114	4	43	2	....	....	....	2	2	6	8	6	10	4	9	7	11	25	36	18	2	10	24	11	13	5	14	20	19	13	14	22	16	191										

TORONTO.—*Continued.*

Number of Column.	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41
11. OTHER GENERAL DISEASES.																																									
1. Pyæmia and Septicæmia	7	16	..	18	5	....	12	9	2	1	2	..	..	..	..	..	3	3	2	1	3	1	1	4	1	1	..	..	2	7	1	..	1	5	..	1	..	2	3	1	23
2. Tuberculosis and Scrofula	208	175	..	279	94	10	237	134	12	62	18	5	1	3	3	11	26	42	43	42	28	21	28	28	20	1	..	1	28	28	32	36	29	33	34	33	28	31	32	36	383
3. Anæmia	17	23	..	24	15	1	6	33	1	1	..	2	..	..	..	..	..	3	5	5	1	2	2	7	9	3	..	..	5	1	4	3	4	3	1	4	2	3	4	3	40
4. Syphilis	7	3	..	8	2	....	8	1	1	8	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2	..	..	..	..	1	..	..	1	..	..	1	4	2	1	..	10
5. Cancer	76	111	..	68	114	5	23	154	10	....	1	1	..	..	1	..	..	1	4	2	7	3	22	47	57	29	12	..	12	16	15	16	15	19	17	14	18	16	13	16	187
6. Rheumatism and Gout	6	12	..	9	7	2	8	10	....	..	..	..	..	..	2	1	2	1	..	..	2	1	1	..	4	4	..	..	1	1	1	1	3	2	..	1	1	2	1	4	18
7. Diabetes	10	11	..	10	11	....	5	16	....	..	..	..	..	..	1	..	1	3	..	1	..	..	1	4	3	5	2	..	2	1	1	2	..	..	1	4	..	1	4	5	21
8. Other General Diseases	3	4	..	4	2	1	3	3	1	..	..	..	..	..	..	1	..	2	1	1	..	..	..	1	..	1	..	..	..	..	..	..	..	..	..	..	1	2	2	..	..	7
9. Alcoholism, Acute and Chronic	10	4	..	5	7	2	2	11	1	..	..	..	..	..	..	..	..	1	1	..	2	2	2	1	4	1	..	..	1	1	..	1	3	..	1	..	2	1	1	3	14
Total	344	359	..	425	257	21	304	371	28	72	21	8	1	3	7	13	32	56	56	52	43	30	57	92	100	45	11	1	52	56	54	59	56	63	59	60	55	62	59	68	703
Local Diseases.																																									
111. NERVOUS SYSTEM.																																									
1. Encephalitis	2	....	..	1	1	....	1	1	....	....	..	..	..	..	1	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	1	..	1	..	2
2. Meningitis	47	43	..	78	11	1	81	8	1	30	15	4	4	7	7	6	2	3	4	1	1	3	..	2	....	..	1	..	5	6	4	11	6	8	12	9	10	7	6	6	90
3. Congestion and Hemorrhage of the Brain	74	65	..	50	86	3	21	105	13	....	1	..	..	..	..	..	..	2	4	2	1	..	2	7	17	34	13	26	..	11	13	16	13	12	11	10	6	7	11	15	14	139
4. Softening of the Brain	4	1	..	2	3	....	1	4	....	..	..	..	..	..	..	..	..	..	..	..	..	..	1	1	2	1	..	..	..	..	..	..	..	3	..	..	..	1	1	..	..	5
5. Paralysis without specified cause	48	38	..	34	52	....	10	67	9	....	1	1	..	1	1	..	1	1	1	..	2	4	5	11	22	21	11	..	7	7	4	9	15	6	3	8	6	7	5	9	86
6. Insanity	3	3	..	3	3	....	....	6	....	....	..	..	..	..	..	..	..	..	..	..	..	2	1	2	....	1	..	..	..	1	..	1	..	..	..	..	2	..	..	1	1	6
7. Epilepsy	4	2	..	1	2	....	2	3	1	....	..	..	..	..	..	..	..	1	1	..	..	1	1	..	1	1	..	..	1	..	..	..	..	..	..	1	2	1	..	1	..	6
8. Convulsions (not puerperal)	37	35	..	71	1	....	69	3	....	58	7	2	..	..	..	..	..	1	2	..	1	..	..	..	1	..	..	..	3	5	9	5	..	6	11	8	8	7	3	7	72
9. Tetanus	5	1	..	3	3	....	5	1	....	....	..	1	..	..	..	2	1	..	..	1	1	..	..	..	....	..	..	..	..	..	1	..	..	..	..	2	..	..	1	2	6
10. Other Nervous Diseases	27	35	..	36	25	1	17	40	5	....	1	..	..	..	2	4	3	4	2	..	2	4	10	9	14	6	1	..	3	9	5	7	7	4	5	6	2	5	4	5	62
Total	251	223	..	282	187	5	207	238	29	88	25	8	4	8	11	12	9	14	12	3	8	16	24	42	75	73	42	..	30	41	39	16	13	35	12	42	36	39	37	11	474
IV. CIRCULATORY SYSTEM.																																									
1. Pericarditis	1	1	..	1	1	....	....	2	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	....	1	....	1	1	..	..	..	..	..	..	..	..	..	..	2
2. Endocarditis	10	11	..	15	6	....	8	12	1	....	..	..	..	1	1	3	..	3	1	2	..	2	..	2	2	3	..	1	1	1	1	5	1	5	2	..	1	1	2	1	21
3. Organic Heart Diseases	159	138	..	117	161	16	59	224	14	2	1	..	1	..	4	5	2	5	12	9	10	23	28	45	70	60	14	6	19	32	30	24	26	34	17	14	25	20	26	30	297
4. Angina Pectoris	6	3	..	4	5	....	....	8	1	....	..	..	..	..	..	..	..	1	..	..	..	..	..	2	3	3	..	..	1	1	1	1	1	..	1	..	1	1	1	..	9
5. Diseases of Arteries, Atheroma, Aneurism, etc.	21	16	..	11	24	2	3	34	....	..	..	..	..	..	..	..	..	..	..	..	1	1	..	2	5	9	8	11	..	2	2	2	2	7	3	4	6	2	2	..	5	37
6. Other Diseases of the Circulatory System	2	3	..	5	....	....	1	4	....	....	..	..	..	..	..	..	..	1	1	1	..	..	..	..	1	1	..	..	2	..	..	..	..	..	1	1	..	..	..	..	1	5
Total	199	172	..	153	200	18	71	284	16	2	1	..	1	1	5	8	3	9	15	12	11	25	30	55	85	76	25	7	26	37	34	32	35	43	25	20	29	24	29	37	371
V. RESPIRATORY SYSTEM.																																									
1. Acute Bronchitis	23	21	..	35	8	1	34	9	1	28	5	1	..	..	..	..	..	..	..	..	..	2	..	..	1	2	1	2	2	5	3	6	8	6	2	3	1	1	..	5	4	44
2. Chronic Bronchitis	12	21	..	9	24	....	3	25	5	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	4	4	19	6	..	3	1	2	4	3	3	3	..	1	3	9	1	33
3. Broncho-pneumonia	36	38	..	63	10	1	59	15	....	39	13	3	2	2	1	..	..	1	..	2	..	3	..	..	3	1	3	1	6	7	7	10	8	7	4	5	4	3	3	10	74
4. Pneumonia	119	82	..	117	79	5	86	99	16	26	10	6	1	2	3	2	8	6	7	5	14	8	15	29	28	25	9	2	20	15	16	36	24	17	11	9	6	9	7	31	201
5. Pleurisy	16	6	..	13	7	2	9	12	1	....	..	1	..	1	..	1	1	3	2	..	1	1	2	2	2	3	1	1	3	2	3	1	2	4	1	1	1	1	1	2	22
6. Congestion of the Lungs (inc. pulm. apoplexy)	8	15	..	12	10	1	7	15	1	4	..	1	1	..	1	..	..	..	..	..	..	1	1	2	2	5	3	1	1	2	2	3	2	4	1	1	..	1	1	3	3	23
7. Asthma and Emphysema	8	5	..	6	7	....	1	10	2	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2	5	3	3	..	1	1	1	1	1	..	..	4	2	1	..	1	13
8. Other Diseases of the Respiratory System	3	6	..	7	2	....	5	3	1	2	..	..	..	..	..	..	1	..	..	3	..	1	1	1	....	..	..	..	1	..	1	1	..	..	..	1	2	1	1	1	9
Total	225	194	..	262	147	10	204	188	27	99	28	12	4	5	5	4	9	10	12	7	19	14	20	40	44	55	25	7	41	31	39	63	48	34	23	21	18	19	29	53	419

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TORONTO—*Concluded.*

Number of Column.	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41
XIII. ACCIDENT.																																									
1. Fractures and Dislocations	16	9	....	7	17	1	9	14	2	....	..	..	..	1	..	..	..	2	3	..	2	3	1	3	1	7	2	..	2	..	..	1	2	4	3	3	1	4	3	2	25
2. Gunshot	3	....	....	2	....	1	1	2	....	....	..	..	..	..	..	1	..	..	..	..	..	..	..	1	1	..	..	..	..	..	2	..	..	..	1	..	..	..	..	..	3
3. Drowning	17	3	....	14	4	2	12	7	1	....	..	..	..	..	3	2	1	4	2	2	1	..	1	2	2	..	..	..	..	..	1	3	2	1	5	5	1	..	1	1	20
4. Electric Cars	5	2	....	3	3	1	4	3	....	....	..	..	..	..	2	..	..	1	..	..	..	..	..	3	1	..	..	..	2	..	..	..	..	..	..	..	2	2	1	..	7
5. Railways	8	3	....	6	5	....	6	5	....	....	..	..	..	..	..	..	..	4	2	1	..	..	..	2	1	..	1	..	..	..	2	..	..	..	..	3	..	1	3	..	2	11
6. Burns and Scalds	5	8	....	4	6	3	9	3	1	....	..	2	..	2	..	..	..	..	3	2	..	1	..	2	1	..	..	..	1	1	3	..	1	1	..	1	2	1	2	..	13
7. Other accidents	38	26	....	33	24	7	23	35	6	3	1	1	..	1	3	..	2	5	2	5	4	10	5	4	13	4	..	1	2	4	8	6	3	4	10	8	5	4	2	8	64
8. Explosions	1	....	....	....	1	....	1	....	....	....	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	1
Total	93	51	....	69	60	15	65	69	10	3	1	3	..	4	8	3	3	16	12	11	7	14	7	17	20	11	3	1	8	5	16	10	8	10	22	17	12	14	9	13	144
XIV. ILL-DEFINED CAUSES.																																								
1. Dropsy	5	6	....	6	5	....	1	10	....	....	..	..	..	..	..	..	..	..	..	..	..	..	1	6	2	1	1	..	..	..	1	..	1	..	..	2	2	2	3	..	11
2. Tumors	1	7	....	3	3	2	1	6	1	....	..	..	..	..	..	..	..	..	..	1	..	1	..	1	3	1	1	..	..	1	..	1	1	..	2	..	1	..	1	1	..	8
3. Other Ill-defined Causes	19	31	....	35	11	4	22	24	4	5	2	1	2	..	1	1	1	1	2	5	1	1	6	9	7	3	..	2	6	..	3	1	4	11	2	4	3	4	1	2	50
4. Heart Failure	20	17	....	24	9	4	11	22	4	....	..	..	..	..	..	..	3	2	..	8	..	4	5	11	8	..	..	1	3	1	3	1	3	3	1	3	6	5	7	1	37
Total	45	61	....	68	28	10	35	62	9	5	2	1	2	..	1	1	4	3	2	9	1	6	12	27	20	5	2	3	10	1	8	3	8	16	3	10	11	12	18	6	106
Total from all causes	2,104	1,837	17	2,553	1,293	112	2,088	1,700	170	1,195	125	52	24	31	67	59	88	149	167	121	112	130	174	339	431	389	283	24	305	279	320	330	315	339	344	395	336	299	331	365	3,958

CAUSES OF DEATHS BY CITIES IN 1906.—WINDSOR.

General Diseases.	Sex.			Nativity.			Social Con.			Ages.																				Months.												Totals.
										Under 5.																															
	Male.	Female.	Not stated.	Canada.	Foreign.	Not stated.	Single.	Married.	Not Stated.	0.1	1.	2.	3.	4.	5-9.	10-14.	15-19.	20-24.	25-29.	30-34.	35-39.	40-44.	45-49.	50-59.	60-69.	70-79.	80 and over.	Not given.	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	
Number of Column.	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41
I. COMMUNICABLE (EPIDEMIC) DISEASES.																																									
1. Typhoid Fever	4	2	....	3	3	....	2	4	....	....	..	..	..	..	..	..	..	2	1	..	3	..	..	..	..	..	..	..	1	..	1	..	..	..	1	..	..	..	1	2	6
2. Measles	....	1	...	1	....	....	1	....	....	....	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	1
3. Whooping Cough	5	6	....	11	....	....	11	....	....	7	4	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2	1	2	2	2	1	..	..	..	1	..	11
4. Diptheria and Croup	....	3	....	3	....	....	2	1	....	1	..	..	..	..	..	..	..	1	..	..	..	..	..	1	..	..	..	..	..	..	..	2	..	..	..	..	..	1	..	..	..	3
5. Influenza	....	1	...	....	1	....	....	1	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	1
Total	9	13	....	18	4	...	16	6	....	8	4	1	..	..	..	..	..	1	2	1	..	3	1	..	1	..	..	..	1	2	2	4	4	2	2	..	1	..	1	2	2	22

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WINDSOR—*Concluded.*

Number of Column.	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41
VIII. PUERPERAL DISEASES.																																									
1. Puerperal Albuminuria and Convulsions	....	2	....	2	....	....	1	1	....	....	..	..	..	..	..	..	..	..	..	1	1	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	1	.	..	2
2. Other accidents of Pregnancy, sudden death	....	1	..	1	....	....	....	1	....	....	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	1
Total	.. .	3	....	3	....	....	1	2	....	....	..	..	..	..	..	..	..	..	1	1	1	..	..	..	..	..	..	..	..	..	..	1	.	1	..	..	..	1	..	..	3
IX. THE SKIN																																									
1. Other Diseases of the Skin and its Adnexa (Cancer excepted)	1	1	....	2	....	....	....	2	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2	..	..	..	..	..	1	..	..	..	..	..	..	1	..	2
Total	1	1	....	2	....	....	....	2	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2	..	..	..	..	..	1	..	..	..	..	..	..	1	..	2
X. LOCOMOTOR SYSTEM.																																								
(No Cases in this Class).																																								
XI. MALFORMATIONS, ETC.																																								
1. Still Births	9	6	....	15	....	....	15	....	....	15	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2	..	2	..	2	1	4	..	2	1	1	..	15
2. Congenital Debility and Malformations	8	11	1	20	....	....	20	....	....	20	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	.	4	..	1	2	2	3	..	4	2	2	..	20
3. Other Diseases of Infancy	....	1	....	1	....	....	1	....	....	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	1
4. Senile Decay	2	3	....	2	3	....	1	4	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	3	2	..	..	1	..	..	..	..	1	2	1	..	..	5
Total	19	21	1	38	3	....	37	4	....	86	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	3	2	..	3	5	2	1	4	3	7	1	8	4	3	..	41
XII. SUICIDE.																																								
1. Poison	1	....	....	....	1	....	1	....	....	....	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	.	..	..	..	1
Total	1	....	....	....	3	....	1	....	....	....	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	1
XIII. ACCIDENTS.																																								
1. Fractures and Dislocations	2	1	....	3	....	....	1	1	1	....	..	..	..	..	1	..	..	..	1	..	..	..	..	..	..	..	1	..	..	..	..	1	..	..	..	..	1	..	..	1	3
2. Gunshot	1	....	....	1	....	....	1	....	....	....	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	1
3. Drowning	1	1	....	....	2	....	....	2	....	....	..	..	..	..	..	..	..	..	..	..	..	1	..	..	1	..	..	..	..	..	..	1	.	1	..	..	..	..	..	..	2
4. Railways	1	....	....	1	....	....	....	....	1	....	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	1
5. Homicide	....	1	....	....	1	....	....	1	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	1
6. Other Accidents	3	1	....	1	3	....	1	3	....	....	..	..	..	..	..	..	1	..	..	..	..	..	..	..	1	..	1	1	..	..	..	2	1	..	1	..	..	..	..	..	4
Total	8	4	....	6	6	....	3	7	2	....	..	..	..	..	1	..	..	2	1	..	..	1	2	1	1	1	2	..	..	1	..	2	2	2	1	2	1	..	..	1	12
XIV. ILL-DEFINED CAUSES.																																								
1. Other Ill-defined causes	2	2	....	4	....	....	2	2	....	....	..	..	..	..	..	..	1	..	..	..	..	..	..	..	1	1	1	..	..	1	..	..	1	..	..	..	..	1	..	1	..	4
2. Heart Failure	1	1	....	1	1	....	1	1	....	....	..	..	..	1	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	1	1	..	..	..	..	..	..	..	..	2
Total	3	3	....	5	1	..	3	3	....	....	..	..	..	1	..	..	1	..	..	..	..	..	..	..	1	2	1	..	..	1	..	..	2	1	..	..	..	1	..	1	..	6
Total from all causes	120	109	1	173	56	1	133	92	5	77	10	1	2	2	3	2	5	10	11	6	7	12	11	14	27	22	7	1	20	24	13	25	20	21	27	19	22	14	15	10	230

CAUSES OF DEATHS BY CITIES IN 1906.—WOODSTOCK.

General Diseases.	Sex.			Nativity.			Social Con.			Ages.																							Months.											Total.
										Under 5.																																			
Number of Column.	Male.	Female.	Not stated.	Canada.	Foreign.	Not stated.	Single.	Married.	Not stated.	0.1	1.	2.	3.	4.	5-9.	10-14.	15-19.	20-24.	25-29.	30-34.	35-39.	40-44.	45-49.	50-59.	60-69.	70-79.	80 and over.	Not given.	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41
I. COMMUNICABLE (EPID.) DIS.																																										
1. Typhoid Fever	1	3	....	4	....	....	2	2	....	....	..	....	....	....	....	....	1	..	1	1	..	1	....	....	....	....	....	....	....	1	..	....	....	....	....	1	....	1	....	1	4
2. Whooping Cough	1	1	....	2	....	....	2	....	....	1	..	1	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	1	..	1	....	....	....	....	....	....	....	....	....	2
Total	2	4	....	6	....	....	4	2	....	1	..	1	..	..	..	..	1	..	1	1	..	1	....	....	....	....	....	....	1	1	1	....	....	..	....	1	....	1	..	1	6
II. OTHER GENERAL DIS.																																										
1. Tuberculosis and Scrofula	6	4	...	9	1	....	8	2	....	....	..	..	..	..	..	..	..	..	3	3	..	2	1	....	....	1	....	....	....	1	..	1	1	1	2	1	1	2	....	....	10
2. Anæmia	2	3	....	3	2	...	....	5	....	....	..	..	..	..	..	..	..	..	..	..	..	2	1	....	....	2	....	....	....	..	..	....	2	....	..	..	1	....	....	2	5
3. Cancer	5	5	....	5	5	....	1	9	....	....	..	..	..	..	..	..	..	..	..	..	..	1	..	1	5	1	2	..	....	1	..	2	....	1	....	..	2	1	1	1	1	10
4. Rheumatism and Gout	....	1	....	1	....	....	..	1	....	....	..	..	..	..	..	..	..	..	..	..	..	..	1	....	....	....	....	....	....	....	..	....	....	....	....	....	....	....	....	1	....	1
Total	13	13	....	18	8	....	9	17	....	....	..	..	..	..	..	..	..	..	3	3	..	5	3	1	5	4	2	..	1	1	2	1	4	1	2	3	3	3	2	3	26
Local Diseases.																																										
III. NERVOUS SYSTEM.																																										
1. Meningitis	2	1	...	3	....	....	2	1	....	1	..	..	..	..	..	..	..	..	..	..	..	1	..	....	....	....	....	....	1	..	....	1	..	....	....	....	....	....	....	....	1	3
2. Cong. and Hemor. of the Brain	....	2	....	1	1	....	....	2	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	1	..	....	....	..	..	1	....	....	....	....	....	....	....	....	....	2
3. Paralysis without specified cause	5	3	....	2	6	....	....	8	....	....	..	..	..	..	..	..	..	..	..	..	..	1	4	2	1	..	....	....	1	1	..	2	....	....	....	....	....	2	1	1	8
4. Convulsions (not puerperal)	4	1	....	4	1	....	4	1	....	3	2	..	..	..	..	..	..	..	..	..	..	..	..	....	....	....	....	....	....	..	..	1	1	...	1	1	...	1	....	....	5
5. Other Nervous Diseases	4	2	....	4	2	....	1	5	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	1	1	3	1	..	....	1	..	..	1	....	..	1	1	1	..	....	1	6
Total	15	9	....	14	10	....	7	17	....	5	2	..	..	..	..	..	..	..	..	..	..	1	..	2	6	5	3	..	3	1	..	6	1	...	2	2	1	3	1	4	24
IV. CIRCULATORY SYSTEM.																																										
1. Organic Heart Diseases	6	8	....	10	4	...	5	9	....	....	..	..	..	..	..	..	1	..	1	2	1	..	..	1	1	4	3	..	3	1	3	...	1	1	..	....	....	4	1	...	14
Total	6	8	....	10	4	....	5	9	....	....	..	..	..	..	..	..	1	..	1	2	1	..	..	1	1	4	3	..	3	1	3	...	1	1	..	....	....	4	1	...	14
V. RESPIRATORY SYSTEM.																																										
1. Chronic Bronchitis	....	1	....	....	1	....	....	1	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	....	....	1	....	....	..	..	..	....	....	..	1	....	....	....	....	....	1
2. Pneumonia	5	10	....	8	7	....	5	10	....	..	2	..	..	..	..	..	..	..	1	..	2	1	..	2	1	3	1	..	2	1	2	1	..	2	1	1	....	..	2	3	15
3. Cong. of Lungs, (incl. pul. apop.)	3	....	....	1	2	....	....	3	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	....	1	1	1	..	1	..	1	....	....	....	....	....	....	....	....	....	3
4. Asthma and Emphysema	1	....	....	....	1	....	....	1	....	....	..	..	..	..	..	..	..	..	..	..	..	..	..	....	....	1	....	....	....	....	....	....	....	....	....	1	....	....	....	....	1
Total	9	11	....	9	11	...	5	15	....	2	2	..	..	..	..	..	..	..	1	..	2	1	..	2	2	6	2	..	3	1	3	2	..	2	1	3	....	..	2	3	20

WOODSTOCK.—*Continued.*

Number of Column.	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41
VI. DIGESTIVE SYSTEM.																																									
1. Other Dis. of Stomach (Cancer ex.)	3	1	....	3	1	....	....	4	....	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	2	1	....	..	1	..	..	..	..	1	..	....	2	..	..	..	4
2. Infantile Diarr. (cholera infantum)	3	3	....	6	....	....	6	....	....	6	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	3	2	1	..	6
3. Diarr. and Enteritis (not infantile)	1	2	....	....	3	....	....	3	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	3	..	..	..	..	..	..	..	..	..	1	1	..	1	3
4. Dysentery	....	2	....	..	2	....	....	2	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	1	..	1	..	..	..	..	..	..	1	..	..	..	..	2
5. Hernia and Intestinal obstructions	....	3	....	1	2	....	....	3	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2	1	..	1	..	..	1	..	..	1	..	..	..	..	..	3
6. Peritonitis (not puerperal)	2	1	....	2	1	....	1	2	....	..	..	..	..	..	..	..	1	..	1	..	..	..	..	..	1	..	..	..	2	..	..	..	..	..	..	1	..	..	..	..	3
7. Iliac Abscess and Appendicitis	2	1	...	2	1	....	2	1	....	..	..	..	..	..	..	..	2	..	..	..	1	..	..	..	..	..	..	..	2	..	1	..	..	..	..	..	..	..	..	..	3
Total	11	13	....	14	10	....	9	15	....	6	..	..	..	..	..	..	3	1	..	1	1	..	..	..	4	3	5	..	7	..	1	1	..	1	1	2	6	3	1	1	24
VII. GENITO-URINARY SYSTEM.																																									
1. Bright's Disease	4	2	....	4	2	....	2	4	....	..	..	1	..	..	..	..	..	..	1	..	..	1	..	..	2	1	..	..	1	1	1	1	..	..	..	1	..	..	1	..	6
2. Other Dis. of Kidneys & Adnexa	4	1	....	3	2	....	2	3	...	..	..	..	..	..	..	..	..	..	..	1	..	..	2	..	..	2	..	..	..	..	2	1	..	..	1	1	..	..	..	..	..	5
3. Diseases of the Bladder	2	....	....	1	1	....	1	1	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	1	..	1	..	..	..	..	..	..	..	..	1	..	..	2
4. Ovarian Cysts & other Ovar. Tum'rs	....	2	....	2	....	....	1	1	....	..	..	..	..	..	..	..	..	..	..	1	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	1	..	..	1	..	2
Total	10	5	....	10	5	...	6	9	....	..	..	1	..	..	..	..	..	..	1	2	..	1	2	1	2	4	1	..	2	1	3	2	..	1	1	2	1	..	2	..	15
VIII. PUERPERAL DISEASES.																																									
(No Cases in this Class).																																									
IX. THE SKIN.																																									
1. Skin and Adnexa (cancer ex.)	1	1	....	1	1	....	....	2	...	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	1	..	1	..	..	..	..	..	1	..	..	1	..	..	2
Total	1	1	....	1	1	....	....	2	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	1	..	1	..	..	..	..	..	1	..	..	1	..	..	2
X. LOCOMOTOR SYSTEM.																																									
(No Cases in this Class).																																									
XI. MALFORMATIONS, ETC.																																									
1. Still-births	5	6	....	11	....	....	11	....	....	11	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2	2	1	...	1	...	..	1	1	2	...	1	11
2. Cong. Debility and Malformations	10	7	....	17	....	....	17	....	....	17	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	4	1	2	3	4	..	1	..	..	..	..	17
3. Senile decay	11	17	....	2	26	....	2	26	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	11	17	..	3	4	3	1	2	2	2	...	3	2	3	3	28
Total	26	30	....	30	26	....	30	26	....	28	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	11	17	..	6	10	5	3	6	6	2	2	4	4	4	4	56
XII. SUICIDE.																																									
1. Poison	....	1	....	1	....	....	....	1	....	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	1
Total	....	1	....	1	....	....	....	1	....	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	1

	100	105	..	126	79	..	80	125	..	43	4	2	1	6	3	7	9	6	11	6	10	22	41	34	28	19	17	12	13	13	16	17	21	15	17	205	
XIII. ACCIDENT.																																					
1. Fractures and Dislocations		1	....	1	....	....	....	1	....	....	....	....	....	....	....	....	....	....	1	....	....	....	....	....	....	....	....	....	....	....	....	....	1	....	....	1	3
2. Railways		3	....	....	2	1	....	2	....	....	....	....	....	....	....	....	....	....	1	1	....	....	....	....	....	....	....	1	....	....	....	1	....	....	1	....	2
3. Other Accidents		1	....	....	2	....	....	2	....	....	....	....	....	1	....	....	....	....	1	....	....	....	....	....	....	....	....	1	1	....	....	1	1	....	....	....	....
Total		4	2	....	5	1	....	3	3	....	....	....	....	1	1	....	....	....	1	1	2	....	....	....	....	....	....	1	1	....	1	2	....	1	....	6	6
XIV. ILL-DEFINED CAUSES.																																					
1. Dropsy		....	1	....	....	1	....	....	1	....	....	....	....	....	....	....	....	....	....	....	....	1	....	....	....	....	....	....	....	....	....	....	....	....	....	1	1
2. Tumors		....	2	....	....	....	....	1	1	....	....	1	....	....	....	....	....	....	....	....	....	1	....	....	....	....	....	....	1	....	....	1	....	....	....	....	2
3. Other Ill-defined Causes		....	1	....	....	1	....	....	1	....	....	....	....	....	1	....	....	....	....	....	....	1	1	....	....	....	....	....	....	2	....	....	....	1	....	....	1
4. Heart Failure		1	5	....	5	2	....	6	....	....	....	....	....	....	....	....	....	....	....	....	....	2	1	....	....	....	1	....	....	....	3	....	....	2	1	1	7
Total		3	8	....	8	3	....	2	9	....	1	....	....	1	....	1	2	....	....	....	....	1	2	3	....	....	1	1	1	....	1	3	....	....	2	1	1	11
Total from all causes		105	..	126	79	..	80	125	..	43	4	2	1	6	3	7	9	6	11	6	10	22	41	34	28	19	17	12	13	13	16	17	21	15	17	205	

Sesikinika Lake. Mile post 176.

SIXTH ANNUAL REPORT

OF THE

Temiskaming and Northern Ontario Railway Commission

YEAR AS OF

December 31, 1907.

PRINTED BY ORDER OF
THE LEGISLATIVE ASSEMBLY OF ONTARIO

TORONTO:
Printed and Published by L. K. CAMERON, Printer to the King's Most Excellent Majesty
1908

To His Honour SIR WILLIAM MORTIMER CLARK, K.C,
Lieutenant-Governor of Ontario.

MAY IT PLEASE YOUR HONOUR:

The undersigned has the honour to present to Your Honour the Sixth Annual Report of the Temiskaming and Northern Ontario Railway Commission, for the year as of December 31st, 1907.

Respectfully submitted,

J. O. REAUME,
Minister of Public Works.

WARWICK BRO'S. & RUTTER,
Printers and Bookbinders,
King and Spadina,
Toronto.

Toronto, February 15th, 1908.

Hon. J. O. Reaume,
Minister of Public Works, Ontario.
Toronto,

Sir :—

I have the honour by direction to submit to you for presentation to the Legislature, the Sixth Annual Report of the Temiskaming and Northern Ontario Railway Commission, for the year as of December 31st, 1907.

I have the honour to be,

Sir

Your obedient servant,

A. J. McGee,

Secretary-Treasurer.

The Temiskaming and Northern Ontario Railway Commission.

J. L. Englehart	*Chairman*	Petrolia.
Denis Murphy	*Commissioner*	Ottawa.
Frederick Dane	*do*	Toronto.

CHIEF OFFICERS.

A. J. McGee	*Secretary-Treasurer*	Toronto.
J. H. Black	*Superintendent*	North Bay.
G. A. McCarthy	*Chief Engineer*	do
H. F. Macdonald	*Acting Accountant*	Toronto.
V. T. Bartram	*Purchasing Agent and Storekeeper*	North Bay.
W. D. Cunneyworth	*Freight and Passenger Agent*	do
Arthur Allan	*Master Mechanic*	do
William Young	*General Roadmaster*	do
Geo. W. Lee	*General Agent*	do
C. L. Ferguson	*Paymaster*	do
Arthur A. Cole	*Mining Engineer*	Cobalt.
Cecil B. Smith	*Consulting Engineer*	Toronto.

Temiskaming and Northern Ontario Railway Commission.

General Remarks.

In presenting the sixth annual report of the Commission it has been thought advisable to include general information in connection with operation and construction, in addition to financial statements, as well as reports of Chief Engineer, Superintendent, General Roadmaster, Freight and Passenger Agent, Master Mechanic and Mining Engineer, and copies of contracts for grading, rolling stock, erection of buildings, together with copies of miscellaneous agreements.

On December 31st, 1907, 139 miles of railway was under operation, North Bay to Englehart, and while the intentions were ere close of year to take over an additional 69 miles (to crossing of Watybeag River) inclement weather and other serious difficulties interfering, it was deemed advisable not to do so. However, at close of year, with exception of some trestle filling, construction was fairly completed, and railway will be ready for train service very early in new year.

At commencement of year the road department, heretofore under jurisdiction of Chief Engineer, was transferred to Superintendent under direct supervision of William Young, who was appointed General Roadmaster on September 1st.

On January 7th, 1907, tenders were advertised, calling for construction of 40 miles, more or less, of railway grading, fencing and tracklaying from a point 100 miles north of New Liskeard to junction with Grand Trunk Pacific (National Transcontinental Ry.) Tenders were opened February 13th, 1907, and contract awarded to McRae, Chandler & McNeil—their tender being the lowest. Full particulars as to prices submitted by different tenders are included in this report, as well as copy of contract entered into.

Several townsites were located during the year, viz., Dane, Sesikinika, Matheson and Cochrane, to which Chief Engineer refers in his report.

In townsites already opened, majority of lots in Cobalt and Englehart were sold in previous year. There being no immediate demand for lots in Latchford, and lots in Temagami, few sales were recorded.

One additional mining agreement was entered into during the year, *i.e.*, City of Cobalt Mining Co., Ltd. The Commission having disposed of large number of lots in townsite of Cobalt, reserving all mineral rights. The purchasers of lots from Commission had been given to understand that upon reconveyance of lots to Commission, and the payment of $150 per lot, the Commission would grant to respective owners mining leases for 999 years (see form of lease herewith) and retain in addition a Royalty of 25 per cent. The City of Cobalt Mining Company, Limited, having been formed, lot owners representing over 120 lots had agreed with said Company to waive their respective rights to receive mining leases, and requested Commission to grant a mining lease, or leases, of their several lots to the City of Cobalt Mining Company, Limited. Lease was accordingly prepared to the City of Cobalt Mining Company, the different lot owners joining and executing an agreement releasing the Commission from all claims in respect of their lots,

and agreeing that lease should in all respects be binding on lot owners. Lease as executed included following lots:—Lots 218, 339, 340, 341 342, 343, 344, 345, 346, 347, 348, south half of lot 349, north half lot 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 387, 394, 395, 396, 397, 398, 399, 400, 402, 403, 404, 405, 406, 407, 408, 409, 410, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481.—Total 127 lots.

Through a misunderstanding two lots were included in lease, surface rights of which had not been sold, and title of which was in Commission. The Commission's thoughts were that lots should have been subject of special negotiation.

The City of Cobalt Mining Company offered to pay Commission sum of $1,000.00, or 1,000 shares of stock of Company, to clear. Terms were accepted, matter closed, Commission in addition to above sum retaining the surface rights and 25 per cent. royalty.

Short reports are herewith included covering certain litigation to which Commission was a party, including Wallace Tie suit, which was decided against Commission and settled for $13,000—without costs.

On January 5th, 1907, Order in Council was passed appointing Frederick Dane, of Toronto, gentleman, Commissioner for construction of the Temiskaming and Northern Ontario Railway in room and stead of Cecil B. Smith, resigned.

On February 6th, H. W. Pearson, Secretary-Treasurer, having resigned, A. J. McGee, General Accountant, was appointed to the position, and H. F. Macdonald, Clerk Accounting Department, was appointed Acting Accountant.

Owing to increase in claims, and other matters, on August 1st, Geo. W. Lee was appointed General Agent, in charge of such duties as may be assigned to him by the Superintendent and the Commission.

Effective November 1st, 1908. C. L. Ferguson, Chief Clerk and Secretary to Chief Engineer, was appointed Paymaster.

Total amount of wages paid during the year is,—

Construction Pay-rolls	$150,939 42
Operating Pay-rolls	424,019 67
Total	$574,959 09

Insurance.

Following is a statement of Fire Employers' Liability and Guarantee Insurance in force December 31st, 1907.

Fire.

(Group 1.)

On buildings, including all office permanent fixtures as follows:—

Station buildings	$60,350 00	
Agents' dwellings	8,000 00	
Section houses	44,000 00	
Freight sheds	20,000 00	
Engine houses	11,250 00	
Track scale	600 00	
		$144,200 00

On contents of buildings, excluding all office permanent fixtures, but including merchandise as defined under Group 8, hereof, movable, and office furniture, telegraph instruments, and property of all kinds:—

Station buildings	$10,000 00	
Freight sheds	19,500 00	
Store houses	38,500 00	
General offices, North Bay	1,500 00	
		$69,500 00

In car and locomotive, machine and boiler shops, painting and erecting shops, engine and boiler houses, and other buildings used for manufacturing.

Buildings, including permanent fixtures and fittings...	$22,500 00	
Stock manufactured, unmanufactured, and in process of manufacture, materials and supplies	20,800 00	
Fixed and movable machinery and machines, engines, boilers, dynamos, motors, patterns, (limit on any one pattern or set of patterns $250.00), tools, implements, utensils, and all plant	14,200 00	
		$57,500 00
On tanks, supports, pumps, engines, tools, implements and plant connected herewith, or pertaining thereto	$31,500 00	
On bridges, trestles and their approaches	38,955 53	
On decks on steel structures	11,044 47	
On coal trestles and chutes, piers, pockets, sheds and platform used for storing or handling coal	27,500 00	
On the coal	19,000 00	
		$46,500 00
On rolling stock, covering all that is owned by the assured in any engine or car house or repair shop, or otherwise upon the line of the road and its branches, spurs, sidings and yards, with the following limits	$1,010,000 00	
On freight in transit, including earned freight earnings	200,000 00	
On various buildings and contents distributed over the entire line where the individual liability does not exceed $250.00	12,500 00	
		$1,621,700 00

The rate on all the above is 45 cents per $100.00, and is divided 30 per cent. with Jefferson Insurance Co., Philadelphia, and 70 per cent. English Lloyds.

In addition to above $9,225.00 is in force on dwellings and contents situate in North Bay upon which tariff rates prevail, $25,000.00 on ties between North Bay Jct. and Junction of Transcontinental Railway.

Employers' Liability.

On Commissioners and staff, Toronto office, officials at North Bay, including accountant, Chief Despatcher, Purchasing Agent and their staffs, and the office staffs of the Superintendent, Chief Engineer, Freight and Passenger Agent, and Master Mechanic, $38,000 00

On Chief Engineer Civil Engineers and their staffs on field work	25,000 00	
On all occupations in connection with operation of 139 miles of railroad between North Bay and Englehart, including enginemen, trainmen, shop employees, station agents, telegraph operators, section gangs, bridge gangs, linemen, inspectors, pumpmen, freight and passenger agent, storekeeper, and staff and master mechanic	257,000 00	
		$320,000 00

Guarantee Insurance.

On officials and chief clerks	$69,000 00	
On station agents	23,500 00	
		$92,500 00

TIE CONTRACT 19TH NOVEMBER, 1904.—THOMAS WALLACE, CONTRACTOR.

Action brought by Thomas Wallace, North Bay, against Temiskaming and Northern Ontario Railway Commission commenced 20th September, 1905, to recover $13,717.70 with interest under contract dated 19th November, 1904, for supply of 225,000 railway ties.

Specifications on which all tenderers based their offers to supply ties required ties to be of certain quality and defined size. As to size, specification required ties should be 7 inches thick, 7 inches face, but ties of smaller size, or of 12 inches face and over and those having defects in manufacture or quality of material which would not render them unfit for use in side tracks would be culled and accepted at half price.

Specifications provided that decision of Commission's tie inspector as to whether ties conformed to and were delivered in accordance with specification should be final. Contract stipulated that decision of Chief Engineer for time being of railway, or of his agent in that behalf, as to whether ties conformed to and were delivered in accordance with terms of contract should be final and contained proviso that should there be any discrepancy between specifications and contract, terms of contract should govern.

Contract further provided that cash payments equal to about 90 per cent. of the value of ties delivered and accepted should be made to contractor monthly on written certificate of Engineer, and that remaining 10 per cent. should be retained until final completion of whole work to satisfaction of Engineer, and that such remaining 10 per cent. or balance payable by Commission, as found by Engineer, should be paid to him within forty days after granting of Engineer's final certificate, which certificate was to be condition precedent to right of contractor to receive or be paid said remaining 10 per cent. or any part thereof.

Two Commissioners, Messrs. Smith (Chairman) and Murphy, made their first trip of inspection up line about 20th March, 1905, they found ties were then being delivered under contract and were being stamped and marked as first quality ties to be paid for at full price, large number of which were under size and should only be paid for at half price. They were accompanied by then Chief Engineer, W. B. Russell, and at latter's suggestion, arrangements were made for Commissioners to meet tie inspectors while up line to hear what they had to say as to their inspection. Further discussion took place between Commissioners and Chief Engineer, and upshot was that tie inspectors were dismissed and re-inspection of ties ordered with, as the Commissioners believed, unanimous approval of all Commissioners and Chief Engineer. Before this re-inspection was ordered certificates had been issued by Chief Engineer for ties delivered under contract during months of November, December, 1904, and January, February, 1905, and all these certificates, except that for February, had been paid. When re-inspection had been decided on Chairman of Commission wrote Engineer suggesting that in view of unsatisfactory quality of ties he should withdraw his February estimate, to which Engineer replied that before doing so he would suggest an interview with Solicitor to Commission so as to avoid any trouble in future if possible, and certificate was not withdrawn. Pending re-inspection Commissioners advanced to Wallace $5,000 on account.

Mr. McCarthy, present Chief Engineer, was appointed Assistant Chief Engineer, commencing duties 1st April, 1905, and Mr. Russell, without any instruction from Commissioners, turned over superintendence of re-inspection to him. Later in May, 1905, Mr. Russell resigned position as Chief

Engineer, but, at request of Commission continued to act in that capacity until 15th May, 1905, when he was succeeded in that position by Mr. McCarthy. Re-inspection was completed May, 1905, and Chief Engineer McCarthy thereupon issued his final certificate, showing balance due contractor of $20,225.10, which sum was paid to him.

Wallace thereupon commenced action and case was tried before Chief Justice Falconbridge at North Bay on 21st November, 1905, when after hearing evidence adduced by plaintiff, dismissed action, holding that Engineer's certificate was final and binding and was condition precedent to right of contractor to be paid, that case fell far short of coercion of Chief Engineer Russell and that it was doubtful what he, Engineer, would have done in view of condition of ties as he saw them and as shown on subsequent inspection; that there was no evidence to justify him in holding that Chief Engineer refused his certificate on account of any improper influence on part of Commission, and that he must withdraw case from jury. Action was accordingly dismissed with costs.

On plaintiff's appeal to court of appeal, judgment of trial judge was set aside and new trial ordered on ground that there was evidence of improper interference with Chief Engineer Russell by Commission which should have been submitted to jury.

Supreme Court on appeal by Commission gave following oral judgment: —

"Without expressing any opinion on the merits, and especially without adopting the reasons of the Court of Appeal, we are of opinion that this appeal from the judgment granting a new trial should be dismissed and said judgment confirmed with costs."

Action was retried before Honorable Mr. Justice Anglin and jury at North Bay, April 10th, 1907. He submitted one question to jury—

"Did the defendants by any undue interference prevent Chief Engineer Russell from giving to the plaintiff a certificate for ties delivered in the month of March, 1905, and the final certificate under his contract?"

Evidence directed to that issue had been given by both plaintiff and defendants. By latter was contended that everything that occurred in March, 1905, at time of and subsequent to inspection by Commission was done with unanimous consent of Commissioners and Chief Engineer Russell, and that latter was very much surprised at seeing ties. Russell was called as witness for plaintiff and there was not a very positive denial of that and he refused to commit himself as to size of ties in pile he and Commissioners examined. Evidence was sought to be put in by Commission to show condition of ties to establish that, having regard to requirements of contract. Engineer would naturally be surprised and dissatisfied and would so express himself, but this evidence was ruled out by trial judge and case went to jury under a charge from trial judge in which he said, "Put out of your minds as far as you can whether those ties were or were not delivered in conformity with contract, whether there was or was not an unduly large percentage of them which did not come up to requirements of contract. Put that aside altogether." After considering matter on that basis jury answered question "yes," and thereupon trial judge gave judgment in favor of plaintiff for amount of claim with interest and costs.

Commission appealed to Divisional Court, contending that trial judge should not have excluded evidence as to size of ties, as that evidence might have led jury to come to an entirely different conclusion on question submitted to them. After reserving judgment Divisional Court dismissed appeal, holding that there was evidence adduced at trial upon which jury

might properly conclude that there was such dealing with Chief Engineer as dispensed plaintiff with necessity of producing Engineer's certificate (which could not have been disputed in view of judgment of Court of Appeal) and that though evidence as to size of ties might have been relevant and therefore should have been admitted, trial judgment should not be set aside and new trial ordered to permit that evidence be given as fact that ties were undersized was before jury, as one of the Commissioners had so stated, and it was also evidenced by final certificate of Chief Engineer McCarthy, and that therefore no substantial injustice had occurred. Result is that question, which Court of Appeal decided should be submitted to a jury, has been submitted but without Commission being permitted to follow up with and press upon attention of jury evidence which it had available as to size of ties upon which it relied and which appears to have been relevant and admissable. It is of course impossible to say what verdict of jury would have been if that evidence had been received.

Larose Mining Co. vs. T. & N. O. Ry. and Right of Way Mining Co.

This is an action instituted by Larose Mining Co. to establish its title to the mineral and mining rights under that portion of the right of way of the Commission passing through mining location J.S.14, and for an injunction to restrain the Commission from leasing or otherwise disposing of same. The application for an interim injunction was in May, 1906, refused by Chancellor Boyd. In due course the case came for trial before Mr. Justice Mabee in March last, when the action was dismissed with costs.

Larose Mining Co. then appealed direct to the Court of Appeal. The argument before the Court took place on the 25th and 26th of September last. At the conclusion of the argument the appeal was dismissed with costs. The Larose Co. has since appealed to the Privy Council, which appeal is still pending.

T. & N. O. Railway and Right of Way Co. *vs.* Alpha Mining Co.

It was discovered that pending the litigation to establish its title Larose Mining Co. (the name of which company was by Supplementary Letters Patent changed to Alpha Mining Co.) had carried its underground workings below the right of way and removed a large quantity of valuable ore. Actions for damages were accordingly instituted by the Right of Way Mining Co., lessees, and by the Commission. By consent, these actions were consolidated and tried together before Mr. Justice Riddell on the 13th and 20th December last, and resulted in judgment in favor of the plaintiffs for $163.852.50, subject to the usual stay of one month to allow an opportunity for appeal.

Lumsden *vs.* T. & N. O. Ry. and A. R. Macdonell.—$6,700.00.

Lumsden and Booth as timber licensees from the Crown sued the Commission and the Contractor for $6,700.00 for timber cut by the Contractor in clearing the right of way. The trial took place before Mr. Justice Riddell in Ottawa on June 3rd last, and resulted in the action being dismissed with costs on the ground that it was instituted after the expiration of the statutory period limited for actions for damages arising from anything done "by reason of the Railway." Apart from this defence, the claim was resisted on the ground that the timber belonged to the Crown, that the Commission was not a trespasser and that the taking of timber for public uses was authorized by the terms of the license. The case having been decided in the Commission's favor on the ground above stated, it became unnecessary to consider the other defences.

From this decision the plaintiffs appealed to the Court of Appeal, where the case was argued on the 26th November last and judgment reserved and rendered on the 31st December, dismissing the appeal with costs.

GILLIES *vs.* T. & N. O. RAILWAY (No. 1).—$91,000.

This was an action instituted by Gillies Bros., Limited, as alleged licensees of the two timber limits to recover $91.000 damages for injury claimed to have been done to standing timber on said limits during the summer of 1905 by four different fires. The case was tried at Toronto in October last before Mr. Justice MacMahon. The evidence failed to connect the Commission in any way with one of the fires in question. As to the other three, judgment was reserved. On 4th December last judgment was rendered dismissing the action with costs on the double ground, (1) that the title to the standing timber was in the Crown and not in the licensees, and that the licensees consequently could not recover for damage done thereto; (2) that at the time the fires in question took place no licenses were current.

GILLIES *vs.* T. & N. O. RAILWAY (No. 2).—$24,000.

This was another action by the same plaintiffs claiming $24,000 in respect of fire which occurred in the summer of 1906. The action was tried in Toronto in November before Mr. Justice MacMahon, when judgment was reserved. On the 4th December judgment was rendered dismissing the action with costs. The learned trial judge rested his decision in that case on the ground that the Commission represented the Crown and could not in the absence of statutory provision be held liable for damages for alleged non-feasance.

STATEMENT SHEWING MILEAGE, CURVATURE, ETC., T. & N. O. RY.

Mileage.

North Bay to Englehart (1st division)	138.5 miles.
Englehart to Cochrane (2nd division)	114.5 "
Kerr Lake Branch	4 "
Charlton Branch	8 "
Sidings (1st and 2nd divisions)	40 "
Total	305 miles.

Curvature.

Length of curves (North Bay to Englehart)	50.14 miles.
Length of curves (Englehart to Cochrane)	28 "
Total	78.14 miles.

Height of Land.

Tem. and North. Ont. Ry. crosses height of land	mileage 177½
Ground elevation above sea level	1,044 feet.
Rail elevation above sea level	1,045 feet.
Track falls to south on grade of	0.4.
Track falls to north on grade of	0.5 to 0.2.
Grades approaching summit from north to south, length	1 mile

TELEPHONE AND TELEGRAPH STATIONS ON T. AND N. O. RY.

Telephone.		Telegraph.	
North Bay.	Doherty.	North Bay (C.P.R.)	Uno Park.
Woodland.	Temagami.	North Bay Jct.	Earlton.
Widifield.	Rib Lake.	Widdifield.	Heaslip.
Mileage 20½.	Johnson.	Moose Lake.	Englehart.
Mileage 23½.	Latchford.	Diver.	
Moose Lake.	Cobalt.	Redwater.	
Mileage 31.	Haileybury.	Temagami.	
Diver.	New Liskeard.	Latchford.	
Jocko.	Uno Park.	Cobalt.	
Osbourne.	Earlton.	North Cobalt.	
Bushnell.	Englehart.	Haileybury.	
Redwater.		New Liskeard.	

TENDERS ON 40

No.	Description.	Unit of measurement.	Estimated Quantities.	McRae, Chandler & McNeil, Shawinigan Falls, Ont.	
				Rate	Amount.
				$ c.	$ c.
1	Clearing	per acre	462 acres.	35 00	16,170 00
2	Grubbing	do	95 "	150 00	14,250 00
3	Close-cutting	do	45 "	20 00	900 00
4	Cross-logging	do	.....	400 00	.....
5	Solid Rock excavations	cu. yd.	.....	1 50	.....
6	Loose Rock	do	.....	45	.....
7	All other material	do	630,000 Cu. Yds.	38	239,400 00
8	Solid Rock in wet foundations	do	.....	3 50	.....
9	Loose Rock in wet foundations	do	.....	1 75	.....
10	All other materials	do	.....	1 75	.....
11	Masonry, 1st class	do	.....	20 00	.....
12	do 2nd class	do	.....	16 00	.....
13	do Dry	do	.....	6 00	.....
14	Concrete	do	1,500 Cu. Yds.	11 00	16,500 00
15	do culvert pipe, 36 in. dia. in place	lin. ft.	.....	2 00	.....
16	do culvert pipe, 30 in. dia in place	do	130 lin. ft.	2 25	292 50
17	Double strength vitrified culvert pipe, 24 in. dia. in place	do	.....	2 75	.....
18	Double strength vitrified culvert pipe, 18 in. dia. in place	do	400 lin. ft.	2 10	840 00
19	Double strength vitrified culvert pipe, 12 in. dia. in place	do	.....	1 75	.....
20	Rip-rap, hand laid	cu. yd.	20 cu. yds.	3 50	70 00
21	do loose laid	do	.....	2 50	.....
22	Crib filling	do	.....	1 75	.....
23	Paving	do	.....	3 50	.....
24	Blind stone drains	do	.....	2 00	.....
25	Piling, driven under cap	lin. ft.	45,000 lin. ft.	35	15,750 00
26	do delivered	do	.....	16	.....
27	Ties on right-of-way	per tie	.....	15	.....
28	Telegraph poles on right-of-way	per pole	.....	50	.....
29	Fence posts on right-of-way	per post	.....	06	.....
30	Permanent trestles, timber built in, including iron	per ft. B.M.	537,000 B.M.	05½	29,535 00
31	Permanent trestle timber, delivered	do	.....	04½	.....
32	Temporary trestle, timber consisting of sills, caps, posts and stringers, built in, including iron	lin. ft.	18,000 lin ft.	09	1,620 00
33	Temporary trestle timber consisting of all classes of braces, built in, including iron	per lin. ft.	10,700 lin. ft.	06	642 00
34	Culverts, timber built in, includ'g iron	per ft. B.M.	264,000 ft. B.M.	03	7,920 00
35	Culvert timber, delivered	do	.....	02½	.....
36	Cribs, timber built in, including iron	do	.....	04	.....
37	Cribs, timber delivered	do	.....	03	.....
38	Track laying	per mile	42.5 M.	400 00	17,000 00
39	Switches, including frogs	per turnout	20	50 00	1,000 00
40	Ballasting, including surfacing	cu. yd.	125,000 yds.	43	53,750 00
41	Trestle filling by train	do	30,000 yds.	33	9,900 00
42	Fencing, including gates	per rod	24,640 rods.	90	22,176 00
	Total	.....	.....	.....	447,715 50

MILES EXTENSION.

M. A. Pigott, Hamilton, Ont.		J. G. Steacy, Brockville, Ont.		O'Boyle Bros. Construction Co., Sault Ste. Marie, Ont.		Canadian Construction Co'y, Limited, Montreal, Que.		No.
Rate.	Amount.	Rate.	Amount.	Rate.	Amount.	Rate.	Amount.	
c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	
48 00	22,176 00	39 00	18,018 00	30 00	13,860 00	100 00	46,200 00	1
200 00	19,000 00	196 00	18,620 00	150 00	14,250 00	150 00	14,250 00	2
30 00	1,350 00	49 00	2,205 00	25 00	1,125 00	80 00	3,600 00	3
550 00	.....	750 00	.....	350 00	.....	1,000 00	.....	4
2 40	.....	1 95	.....	1 90	.....	1 90	.....	5
1 50	.....	64	.....	60	.....	75	.....	6
42	264,600 00	58	365,400 00	42	264,600 00	54	340,200 00	7
4 00	.....	6 00	.....	4 00	.....	3 00	.....	8
3 00	.....	2 60	.....	2 25	.....	1 25	.....	9
2 50	.....	2 35	.....	2 25	.....	80	.....	10
24 00	.....	20 00	.....	18 00	.....	20 00	.....	11
18 00	.....	16 50	.....	15 00	.....	15 00	.....	12
12 00	.....	7 75	.....	7 00	.....	9 00	.....	13
15 00	22,500 00	12 90	19,350 00	11 50	17,250 00	17 00	25,500 00	14
2 90	.....	6 00	.....	2 25	.....	6 00	.....	15
2 25	292 50	4 20	546 00	2 10	273 00	5 00	650 00	16
2 00	.....	2 00	.....	1 78	.....	3 00	.....	17
1 60	640 00	1 00	400 00	93	372 00	2 50	1,000 00	18
1 30	.....	70	.....	56	.....	1 45	.....	19
5 50	110 00	3 40	68 00	5 00	100 00	3 00	60 00	20
4 50	.....	2 50	.....	2 75	.....	2 50	.....	21
4 00	.....	2 00	.....	2 00	.....	2 50	.....	22
7 00	.....	6 00	.....	5 00	.....	4 50	.....	23
7 00	.....	3 00	.....	2 50	.....	2 75	.....	24
55	24,750 00	36	16,200 00	28	12,600 00	55	24,750 00	25
10	.....	14	.....	16	.....	30	.....	26
22	.....	15	.....	12	.....	20	.....	27
1 50	.....	1 00	.....	50	.....	50	.....	28
10	.....	08	.....	08	.....	08	.....	29
06½	34,905 00	05	26,850 00	38 00	20,406 00	75 00	40,275 00	30
04	.....	02¾	.....	30 00	.....	65 00	.....	31
35	6,300 00	44	7,920 00	27	4,860 00	45	8,100 00	32
25	2,675 00	22	2,354 00	22	2,354 00	15	1,605 00	33
.5 20/100	13,728 00	03½	9,240 00	29 00	7,656 00	37 00	9,768 00	34
.3 20/100	.....	02	.....	22 00	.....	28 00	.....	35
.5 20/100	.....	04	.....	38 00	.....	37 00	.....	36
.3 20/100	.....	02¼	.....	30 00	.....	28 00	.....	37
520 00	22,100 00	500 00	21,250 00	425 00	18,062 50	550 00	23,375 00	38
80 00	1,600 00	56 00	1,120 00	60 00	1,200 00	100 00	2,000 00	39
70	87,500 00	56	70,000 00	46	57,500 00	48	60,000 00	40
40	12,000 00	36	10,800 00	32	9,600 00	45	13,500 00	41
1 40	34,496 00	1 10	27,104 00	1 05	25,872 00	1 35	33,264 00	42
.....	570,722 50	.....	617,445 00	.....	471,940 50	.....	648,097 00	

FINANCIAL STATEMENTS.

Statement Lots sold, Townsites, year 1907.

—	Lots sold.	Amount paid.	Balance due.
		$ c.	$ c.
Latchford	2	220 00	.....
Cobalt	3	700 00	.....
Englehart	38	4,307 50	512 50
Total	43	5,227 50	512 50

STATEMENT OF RECEIPTS AND EXPENDITURES.

Townsites and Mining Rights, year December 31, 1907.

Debit.

Cash in bank December 31st, 1906	$ 136 00	
Lots sold, cash paid	5,227 50	
Deferred payments, Lots	6,115 00	
" " interest	282 01	
" Mining Bonuses	16,000 00	
" " interest	480 00	
Other receipts	3 00	
		28,243 51
Mining Bonuses :		
City of Cobalt Mining Company	19,200 00	
Lot 386, J. Harris McRae	150 00	
		19,350 00
		47,593 51
Less expenses Townsites and Mining Rights		1,806 34
Total		$45,787 17

Credit.

Applied on cost of road	23,397 16	
Advance to operation	19,476 50	
Refund mining bonuses collected on individual lots	600 00	
		43,473 66
Cash in bank December 31st, 1907		2,313 51
Total		$45,787 17

STATEMENT

Showing Expenditure on First Division, between

Item.	January.	February.	March.	April.	May.
	$ c.	$ c.	$ c.	$ c.	$ c.
Engineering expenses	59 68	268 11	1,213 11	1,758 28	1,437 13
Location	19 81	219 57	372 47	681 05	2,530 01
Right of way and station grounds	197 45	749 62	343 55	149 17	746 64
Clearing	7 20	864 00	750 21	180 00	864 00
Grubbing					5 17
Grading	3 70	662 30	228 60	3,981 35	13,169 77
Ties				36 00	
Bridges, trestles and culverts	308 58	50 35	415 56	5,389 10	2,771 18
Rails			85 15	2 75	
Track fastenings				379 96	1,480 00
Frogs and switches					
Track laying and surfacing				104 54	
Ballast and ballasting					
Fencing right of way		6 00	111 29	231 79	35 34
Crossings, cattle guards and signs		68		38 57	68 01
Interlocking or signal apparatus	4 65			1 75	
Sidings	1,840 61	1,179 43	1,543 03	5,823 29	2,888 02
Station buildings and fixtures	2,249 83	1,231 17	1,415 24	474 74	1,094 17
Engine houses and turntables	111 74			9 40	3,100 95
Engine houses and car shops	2 90			214 64	464 95
Shop machinery and tools	106 61	81 50	75 00	161 25	60 48
Water stations	93 25	45 38	203 59	62 06	1,253 30
Fuel stations	607 08	1,120 62	3,842 15		121 00
Section and tool houses	39 82		1 40		
Storage warehouses			20 00		116 22
Miscellaneous structures			129 25	9 25	151 15
Telegraph	58 34	11 35	742 21	457 51	
Telephone	448 45				
Construction equipment					
Section equipment					
Legal expenses	125 00	125 00	238 76	125 00	125 00
General expenses	72 27	680 39	129 25	184 01	1,037 22
Boarding car equipment	81 76				
Total	6,438 73	7,295 47	11,859 82	20,455 46	33,519 71

No. 1.

North Bay and New Liskeard, during 1907.

June.	July.	August.	September.	October.	Novemb'r.	December.	Total.
$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.
1,309 60	1,372 97	1,932 59	980 36	2,546 98	1,804 82	1,065 02	15,748 65
3,667 11	4,247 03	4,138 91	3,863 14	4,044 24	4,083 49	3,646 21	31,513 04
399 03	2,225 62	3,454 61	29,456 11	4,615 55	19,898 60	2,770 37	65,006 32
824 44	363 02	180 00	.....	.....	366 48	.....	4,399 35
16 56	3 10	141 84	.....	191 39	.....	91 44	449 50
14,497 49	21,082 21	26,696 06	24,940 04	12,672 28	15,688 58	14,985 28	148,607 66
.....	373 60	.....	.....	.....	.....	.....	409 60
2,648 54	3,133 44	4,589 16	3,061 84	8,342 04	4,854 22	1,320 17	36,884 18
665 81	659 05	1,530 82	.....	.....	631 71	1,157 74	4,733 03
1,085 72	2,763 60	.....	.....	.....	.....	.....	5,709 28
.....	.....	.....	.....	.....	.....	6 00	6 00
.....	.....	.....	.....	.....	.....	71 50	176 04
.....	7,478 13	.....	.....	61 38	.....	5 00	7,544 51
27 60	.....	.....	.....	.....	46 08	31 72	489 82
31 55	81 50	244 44	.....	.....	.....	17 30	482 05
.....	.....	.....	.....	.....	.....	35	6 75
.....	458 04	.....	.....	.....	14,469 11	.....	28,201 53
6,319 08	3,766 27	3,252 34	6,464 85	4,262 54	4,674 59	1,680 73	36,885 55
181 37	7,422 74	4,321 51	3,583 07	7,132 25	12,566 37	844 73	39,274 13
4,726 87	.....	.....	271 93	.....	.....	.....	5,681 29
94 35	75	220 35	.....	402 04	183 02	.....	1,385 35
2,257 64	1,285 50	636 09	151 86	6 00	102 21	.....	6,096 88
239 47	155 07	83 10	18 48	38 60	.....	8 12	6,233 69
.....	.....	.....	.....	72 61	....	1 00	114 83
300 00	414 00	2,078 84	2,939 23	2,445 69	2,305 64	9 79	10,629 41
27 27	.....	3,096 10	5,208 93	5,548 70	6,842 82	4,786 15	25,799 62
.....	.....	.....	200 00	1,664 34	36 33	.....	3,170 08
.....	.....	.....	.....	.....	.....	.....	448 45
.....	.....	267 91	.....	.....	90	.....	268 81
.....	.....	247 50	.....	.....	.....	.....	247 50
125 00	125 00	180 96	83 33	83 33	166 66	1,015 00	2,518 04
347 47	189 05	844 28	935 32	578 26	555 17	148 22	5,700 91
.....	.....	.....	.....	.....	.....	.....	81 76
39,791 97	57,599 69	58,137 41	82,158 49	54,708 22	89,277 15	33,661 49	494,903 61

STATEMENT

Showing Expenditure on Account 100 Mile Extension

Item.	January.	February.	March.	April.	May.
	$ c.	$ c.	$ c.	$ c.	$ c.
Engineering expenses	2,546 35	2,648 84	1,695 46	3,587 93	1,340 94
Location	943 37	1,085 59	974 98	.....	.....
Right of way and station grounds	4,728 53	780 93	465 80	830 68	450 28
Clearing	3,378 29	825 62	728 03	259 73	.....
Grubbing	749 25	1,156 95	.....	44 55	202 50
Grading	57,096 87	14,293 73	19,524 40	5,054 67	9,392 53
Ties	880 96	4,282 74	4,828 09	3,375 45	1,600 41
Bridges, trestles and culverts	14,306 51	9,439 53	14,779 04	9,179 20	11,046 05
Rails	.....	.....	224 32	.....	.....
Track fastenings	.....	430 38	.....	.....	.....
Frogs and switches	.....	.....	9 40	.....	7 87
Track laying and surfacing	1,756 00	.....	.....	.....	2 00
Ballast and ballasting	.....	.....	.....	.....	6,706 53
Fencing right of way	.....	6 00	97 75	.....	1 75
Crossings, cattle guards and signs	13 90	.....	2 21	.....	1 62
Interlocking or signal apparatus	20 50	.....	.....	.....	.....
Sidings	1,883 40	.....	.....	.....	1,099 68
Station buildings and fixtures	3,844 94	3,251 67	3,033 02	3,747 79	4,154 77
Engine houses and turntables	.....	.....	27 00	.....	.....
Shop machinery and tools	.....	.....	.....	.....	.....
Water stations	707 35	583 13	546 02	858 82	163 22
Fuel stations	897 36	1,402 92	1,949 79	1,056 15	659 75
Section and tool houses	383 00	30 00	22 37	40 50	441 06
Miscellaneous structures	.....	12 60	.....	0 62	.....
Telegraph	969 52	586 98	807 40	462 56	1,139 80
Telephone	.....	82 50	.....	.....	.....
Construction equipment	.....	.....	.....	.....	.....
Section equipment	0 90	.....	.....	82 46	313 50
Legal expenses	125 00	125 00	238 77	125 00	125 00
General expenses	72 30	678 33	273 78	184 40	1,036 49
Boarding car equipment	.....	.....	140 10	194 16	250 67
Total	95,304 30	41,703 44	50,367 73	29,084 67	40,136 42

No. 2.

Northerly from New Liskeard during 1907.

June.	July.	August.	September.	October.	Novemb'r.	December.	Total.
$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.
911 14	1,483 41	2,026 07	2,561 09	592 79	2,500 95	2,531 38	24,426 35
.....	32 20	.....	.....	.....	.....	.....	3,036 14
756 34	586 96	761 66	1,544 46	986 30	775 26	290 16	12,957 36
252 00	692 21	1,622 25	1,278 90	173 25	168 04	.....	9,378 32
189 00	562 95	209 25	1,059 75	1,000 35	.....	437 91	5,612 46
10,073 87	20,708 11	25,209 90	18,588 11	29,583 29	22,645 82	1,228 19	233,399 49
1,365 36	2,398 59	1,054 25	6,089 97	113 05	14,602 63	.....	40,591 50
15,930 06	10,785 83	7,632 76	12,344 34	14,015 86	5,641 45	15,210 13	140,310 76
.....	795 00	.....	.....	.....	.....	.....	1,019 32
141 00	.....	8,599 76	2,913 08	.....	.....	.....	12,087 22
529 81	.....	.....	.....	.....	.....	135 00	682 08
.....	2,448 00	.....	.....	1,935 00	210 19	31 19	6,382 38
23,884 20	18,448 41	39,507 28	45,547 60	23,550 49	15,501 71	97 00	173,243 22
.....	378 30	21 60	53 60	3 04	22 86	13 43	598 33
52 59	224 55	.....	24 72	.....	27 96	61 31	408 86
.....	.....	.....	.....	.....	.....	.....	20 50
.....	2,670 60	.....	.....	.....	.....	.....	5,653 68
5,084 24	3,613 56	2,278 64	4,898 57	3,870 53	4,097 39	2,380 02	44,255 14
1,908 09	6,930 51	4,928 24	4,854 31	6,576 02	5,186 56	499 72	30,910 45
.....	.....	.....	.....	57 01	.....	257 99	315 00
2,261 78	712 91	4,073 22	2,766 58	5,116 51	3,142 09	3,867 59	24,799 22
1,192 70	960 87	1,199 48	2,369 98	1,350 00	5,096 66	1,748 19	19,883 85
1,984 57	58 12	299 75	127 50	.....	37 30	95 00	3,519 17
.....	.....	18 00	.....	.....	.....	.....	31 22
722 20	416 52	2,031 31	214 40	198 65	223 22	135 15	7,907 71
.....	.....	.....	.....	1,000 50	.....	.....	1,083 00
.....	79 50	.....	.....	.....	.....	7 22	86 72
.....	.....	4 16	.....	.....	5 60	.....	406 62
125 00	125 00	83 34	83 34	83 34	166 68	.....	1,405 47
326 68	96 12	826 65	351 58	529 99	483 80	32 50	4,892 62
540 75	32 59	113 71	24 28	67 30	.....	30 15	1,393 71
68,234 38	75,240 82	102,501 28	107,696 16	90,803 27	80,536 17	29,089 23	810,697 87

STATEMENT

Showing Expenditure on account of 40 Mile Extension Northerly

Item.	January.	February.	March.	April.	May.
	$ c.	$ c.	$ c.	$ c.	$ c.
Engineering expenses				213 14	3,419 45
Location					
Right-of-way and station grounds					
Clearing				663 39	880 91
Grubbing				5 40	
Grading	130 10	424 25	59 05	670 83	383 52
Ties					
Bridges, trestles and culverts				360 00	2,744 64
Rails					
Track fastenings					61 35
Frogs and switches					
Fencing right-of-way					
Station buildings and fixtures					
Water stations					
Telegraph				944 87	
Legal expenses					
General expenses				52 00	9 00
Total	130 10	424 25	59 05	2,909 63	7,498 87
Rolling Stock	461 70	1,627 77	93,289 92	15,280 77	21,272 00

SUMMARY.

1st Division	494,903 61
2nd "	810,697 87
3rd "	175,799 82
Rolling stock	433,961 56
	$1,915,362 86

No. 3.

to Junction of Grand Trunk Pacific Railway during 1907.

June.	July.	August.	September.	October.	November	December.	Total.
$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.
1,124 31	997 18	914 17	1,461 01	2,321 51	2,842 64	2,395 99	15,689 40
4,319 38	.....	.....	.....	.....	.....	.....	4,319 38
.....	.....	74 00	.....	.....	.....	18 00	92 00
189 00	3,894 21	1,209 60	1,071 00	1,575 00	1,282 05	2,526 30	13,291 46
135 00	330 75	777 60	957 15	880 20	768 15	.....	3,854 25
572 04	6,058 98	4,530 43	9,877 12	16,881 83	10,851 25	15,556 67	65,996 07
.....	.....	54 00	54 00	5,310 27	6,213 31	4,878 27	16,509 85
1,409 35	2,075 49	1,719 08	2,010 48	4,490 25	3,691 12	2,676 10	21,176 51
63 50	86 90	119 70	116 85	1 25	.....	.....	388 20
4,371 83	8 40	5,769 87	2,299 17	3,923 99	2,519 22	1,485 88	20,439 71
.....	.....	.....	.....	.....	.....	.....	.....
1,392 08	.....	.....	.....	.....	.....	.....	1,392 08
.....	1,804 86	7,024 78	.....	.....	.....	.....	8,829 64
.....	.....	504 33	.....	.....	.....	.....	504 33
.....	.....	.....	.....	.....	.....	.....	944 87
.....	.....	83 33	83 33	83 33	166 66	.....	416 65
279 49	96 11	121 10	351 55	529 92	483 75	32 50	1,955 42
13,855 98	15,352 88	22,901 99	18,281 66	35,997 55	28,818 15	29,569 71	175,799 82
7,937 90	40,958 44	16,595 99	109,229 77	16,328 09	62,837 88	48,141 33	433,961 56

Note.—"Rail fastenings" though charged in account as stated on division upon which they are to be used as rails are laid, are on hand and distributed along proposed workings, whereas rails are carried in stock en bloc and charged out as distributed and used

EQUIPMENT STATEMENT.

Locomotives			18	$268,129 13
Passenger	1st class coach	14		
	2nd " "	21		
	Official	2		
	Baggage, mail and express	9		
			36	343,774 07
Freight	Flat cars	500		
	Box "	50		
	Stock "	10		
	Vans	9		
			569	498,954 43
Equipment all other classes				29,621 43
Total				$1,140,479 06

GENERAL BALANCE SHEET.

Capital Account.

Liabilities.

Loan from Province of Ontario	$11,677,783 95	
Accounts payable, miscellaneous	141,879 72	
Unclaimed wages	687 90	
Deposits on contracts	15,990 00	
		$11,836,341 57

Assets.

Cost of road and equipment to Dec. 31, 1906.		$9,426,228 37	
do 1st Division for 1907		494,903 61	
do 2nd do		810,697 87	
do 3rd do		175,799 82	
Cost of equipment for 1907		433,961 56	
		11,341,591 23	
Less interest allowed on balance Metropolitan Bank	$217 57		
Less net proceeds from sale of town sites and mining rights, applied on cost of road	23,397 16		
		23,614 73	
			11,317,976 50
Accounts collectible, miscellaneous			6,276 11
do do operation			68,120 54
Chief Engineer advance			6,000 00
Stock of rails, 60 lb.			47,137 02
do 80 "			237,256 38
Suspense—Accounts paid operation, covering freight charges and supplies awaiting certification of Chief Engineer			153,119 51
Cash in Metropolitan Bank Dec. 31, 1907			455 51
			$11,836,341 57

GENERAL BALANCE SHEET, REVENUE ACCOUNTS, YEAR ENDING DECEMBER 31ST, 1907.

Liabilities.

Accounts Payable	$232,431 43	
Car Mileage Balance	1,247 33	
Foreign Ticket Balance	18,010 47	
Foreign Freight Balance	3,609 62	
Foreign Telegraph Balance	2,931 49	
Mining Bonuses	103,201 59	
Townsites Accounts Payable	223 92	
Profit and Loss	61,238 20	
		$422,894 05

GENERAL BALANCE SHEET.—*Continued.*

Assets.

Agents' and Conductors' Balance	43,711 92	
Accounts Collectible	258,138 05	
Cash in Bank	30,052 33	
Fuel and Supplies on hand	86,012 21	
Treasurer's Petty Cash	50 00	
Insurance	4,929 54	
		422,894 05

PROFIT AND LOSS ACCOUNT YEAR ENDING DECEMBER 31ST, 1907.

Credits.

Balance carried forward	$37,319 85	
Net Revenue December 31st, 1907	259,009 04	
		$296,328 86

Debits.

Proceeds from Operation paid Treasurer of Ontario	235,090 69	
Balance carried forward	61,238 20	
		296,328 89

STATEMENT OF EARNINGS AND EXPENSES, 1906-1907.

Particulars.	1907.	1906.	Increase.
RECEIPTS.	$ c.	$ c.	$ c.
Passenger	388,343 03	254,759 33	133,583 70
Mails and Express	29,217 56	17,596 35	11,621 21
Freight	390,894 29	230,552 63	160,341 66
Telegraph and Telephone	26,404 17	20,514 53	5,889 64
Miscellaneous Receipts	18,660 96	20,596 01	*1,935 05
Total	853,520 01	544,018 85	309,501 16
EXPENDITURE.			
Maintenance of Way and Structures	112,395 22	77,265 87	35,129 35
Maintenance of Equipment	88,016 79	46,382 65	41,634 14
Conducting Transportation	412,160 52	215,256 08	196,904 44
General Expenses	32,839 76	23,587 98	9,251 78
Total	645,412 29	362,492 58	282,919 71
Net Earnings	208,107 72	181,526 27	26,581 45
Ore Royalties	50,901 32		50,901 32
Total Net Revenue	259,009 04	181,526 27	77,482 77
Operating Expense to Earnings, Percentage	75.6%	66%	9.6%

* Decrease.

DETAILS OF OPERATING EXPENSES.

Maintenance of Way and Structures.	1907.	1906.
	$ c.	$ c.
Repairs of roadway	80,599 05	52,631 48
Superintendence	2,132 12	2,892 06
Ballast and ballasting	7,418 84	4,196 15
Clearing of snow	6,582 14	6,134 43
Repairs and renewals of bridges and culverts	4,644 81	5,507 71
Repairs and renewals of fences, road crossings, signs and cattle guards	509 03	434 16
Repairs and renewals of buildings and fixtures	4,209 15	2,090 04
Repairs and renewals of telegraph	5,238 42	3,120 45
Stationery and printing	132 16	188 40
Other expenses	929 50	70 99
Maintenance of Equipment.		
Superintendence	4,742 18	4,628 34
Superintendence	2,781 51	.....
Repairs and renewals of locomotives	35,690 51	19,517 14
Repairs and renewals of passenger cars	14,178 93	8,193 32
Repairs and renewals of freight cars	15,807 22	6,547 33
Repairs and renewals of work cars	5,678 06	2,059 63
Repairs and renewals of shop machinery and tools	5,047 12	1,944 61
Stationery and printing	571 29	359 49
Other expenses	3,419 97	3,132 79
Conducting Transportation.		
Superintendence	14,802 08	9,222 32
Engineers and firemen, passenger	14,227 31	6,716 29
Engineers and firemen, freight	23,485 86	10,245 09
Roundhouse men	6,665 50	3,515 88
Fuel for locomotives	149,873 98	74,666 16
Water supply for locomotives	11,076 17	5,524 05
Oil, tallow and waste for locomotives	3,217 60	1,672 55
Other supplies for locomotives	1,084 68	608 22
Train service, passenger	12,649 75	8,845 46
Train service, freight	23,956 53	14,083 16
Train supplies and expenses	14,343 85	6,490 45
Switchmen, flagmen and watchmen	6,087 59	697 10
Telegraph expenses	16,096 96	7,234 77
Station service	35,737 16	16,686 54
Station supplies	7,687 54	4,264 31
Switching charges balance	17,139 72	10,889 50
Car mileage balance	32,990 12	13,202 66
Hire of equipment	Cr. 225 15	516 18
Loss and damage	1,031 20	1,417 14
Injuries to persons	196 34	428 59
Clearing wrecks	4,031 32	1,367 23
Advertising	2,501 81	4,514 88
Rents for tracks, yards, terminals	1,031 43	2,402 60
Rents for buildings and other property	1,536 00	772 00
Stationery and printing	7,732 35	6,204 21
Other expenses	3,334 82	3,068 74
General Expenses.		
Salaries of general officers	3,529 66	5,665 86
Salaries of clerks and attendants	8,400 77	6,796 86
General office expenses and supplies	4,084 69	2,731 83
Insurance	11,516 54	4,764 92
Law expenses	3,409 04	1,153 98
Stationery and printing (general offices)	1,445 67	1,382 92
Other expenses	171 44	974 67
Guarantee premiums	149 95	116 94
Total	645,312 29	362,492 58

TRAIN, FREIGHT AND PASSENGER STATISTICS, YEAR 1906.

Train Mileage.	1907	1906
Passenger trains	198,995	114,982
Freight trains	198,215	126,378
Mixed trains	8,718	4,203
Total	405,928	245,563

Car Mileage.	1907	1906
Passenger cars	1,066,527	629,218
Freight cars	2,596,937	1,814,688
Total	3,663,464	2,443,906

Passenger Traffic.	1907	1906
Passengers carried	518,678	359,861
" " one mile	16,633,635	10,365,311
Average distance travelled by passengers (miles)	32	29
" amount received from each passenger (cents)	74	71
" " " per passenger, per mile (cents)	2.33	2.36

Freight Traffic.	1907	1906
Tons of freight carried	393,589	273,749
" " one mile	26,312,225	15,233,761
Average haul freight (miles)	67	55
" amount received for each ton freight (cents)	99	84
" " " per mile for each ton freight (cts)	1.4	1.5

OTHER TRAIN, FREIGHT, PASSENGER STATISTICS, YEAR 1907.

No. of passengers carried one mile per mile of road	120,534
No. of tons carried one mile per mile of road	190,668
Average number of passenger cars per train mile	5.13
" " passengers per train mile	80
Mileage of loaded freight cars (North)	1,110,524
" " " (South)	573,452
" empty " (North)	193,420
" " " (South)	719,541
Average number of freight cars per train mile	12.55
" " loaded " "	8.14
" " empty " "	4.41
" " tons of freight per train mile	127
" " " per loaded car mile	15.62
" mileage operated during year	138

CLASSIFIED STATEMENT OF TONNAGE, YEAR 1907.

Merchandise	18,639	Coal	50,218
Grain	6,309	Brick and cement	9,224
Flour	2,605	Stone and gravel	10,289
Mill feed	1,408	Silver and other ore	20,866
Lumber	50,478	Butter and cheese	136
Logs(28,000,000 ft. B.M.)	128,504	Manufactured goods	22,024
Bark	1,272	Emigrants' moveables and stock	2,045
Wood	3,007	Iron and steel, including steel rails	24,001
Pulpwood (5,155 Cords)	12,371	Household goods	2,143
Live stock	2,914	All others	16,017
Pork and dressed meats	1,435		
Hay	7,684	Total ....tons	393,589

Bluff at Twin Lake.

REPORT OF G. A. McCARTHY, CHIEF ENGINEER, FOR YEAR AS OF DECEMBER 31st, 1907.

The weather conditions existing along line of railway since March, 1907, have been, I believe without parallel. The spring was the latest ever known. Snow-shoes were used to advantage by members of survey parties of National Transcontinental Railway near MacDougall's Chute as late as June 1st. Snow fell at Englehart to the depth of about nine inches on May 28th. Frost did not leave ground so that ordinary grading could be economically done until well on in June. By this time "rainy season" had set in and all operations of survey and construction were carried on under very adverse conditions.

At Englehart, rained in July fourteen days, in August twenty days, in September twenty-two days and in October seven out of first ten days of month. At Driftwood, rained in July sixteen days, in August twenty days and in September twenty days. These records are from Engineers' diaries and can be relied upon.

Swamps were full of water all summer. Streams did not fall to ordinary summer level; and generally all conditions were abnormal.

When it is considered that on many other days of month after the heavy rains, clay cuttings and swamps were too wet to work, can be readily seen what a poor chance contractors had to get work done on time, or to carry on operations economically.

Until month of October laborers were exceedingly scarce at high prices. They kept moving continually from place to place and thus lowered their efficiency. For example, on Kerr Lake Branch in month of August there were employed 602 men. A force of 168 men, constantly employed, would have been sufficient to have performed same amount of work.

On Charlton Branch in month of July there were employed 760 men. 197 men, if employed constantly, would have been sufficient. In August there were on pay roll 595 men. The average number was 219.

The difficulties confronting contractors became greater as we got farther north. Railway fares of greater proportion of men are advanced by contractor hiring them. It is very common for these men when they arrive at the different works, to remain a very short time, often not working long enough to get out of contractor's debt, and to seek work elsewhere. More men must then be brought in and this movement repeated. It can safely be stated that contractors in the North have lost thousands of dollars by their failure to hold men that were brought in. Since October 10th weather has been favorable and laborers plentiful. Since that date all work has proceeded at a more satisfactory rate.

Office Building, (North Bay.)

Tenders were invited early in the year for Office Building at North Bay. All tenders received in answer to first advertisement were considered unreasonably high. New tenders were invited and the lowest, that of O'Boyle Bros. Construction Co., was accepted.

Construction was started in May, and contract provided that building be completed in November, but inability of contractors to promptly obtain building material caused serious delays. The building, however, is enclosed

and furnace in operation. We anticipate moving into building end of March. Dimensions of building are 40 ft. x 80 ft., two stories, with fireproof basement. Exterior walls are of limestone, interior walls of concrete, with roof of tile.

Surveys.

Cobalt-Sudbury.—Early spring of 1907, three parties were organized to investigate possibilities of line of railway between Cobalt and Sudbury. One party completed its work by middle of August, and was sent elsewhere. Second party got through about December 20th, and disbanded; third party still in field investigating country between Sudbury, and both sides of Wahnapitae Lake.

An examination was made of geological formation of that part of country lying south and west from Sharp Rock Portage, between Temagami and Diamond Lakes. That portion between Sharp Rock Portage and northern end of Obabika River, was found to be poorly mineralized. Country adjoining Round Lake and confluence of Obabika and Sturgeon Rivers, proved quite similar to Cobalt region. Rocks here well mineralized and numerous veins of quartz, carrying copper and iron pyrites, as well as small quantities of galena found. Some small calcite veins were discovered at this region.

Widdifield Diversion.—From information secured last season by reconnaissance and preliminary surveys of country lying east of present mail line, between Woodland and Jocko, it was known that it would be possible to find a route between these points having very much lower gradients than present line.

A small party, to run additional preliminary lines, was put in field July 15th, and a full location party started work latter part of August. The preliminary lines have now been completed and several lines located.

We have found a line with grade of .75 ft. per one hundred feet compensated for curvature. This line will be approximately five miles longer than line at present in operation.

Larder Lake Branch.—A reconnaissance survey was made of country between our main line and Larder Lake. Was found possible to get a line at reasonable cost with fair grades and curves; but was decided not to make location until country had become more developed, so that best line to accommodate greatest number of people could be obtained, if necessary.

Portage Bay and Lower Montreal River.—A reconnaissance survey was made through Portage Bay region with view of furnishing railway accommodation by branch lines to country as it is opened up. Was found possible to treat the country in several different ways, when district is sufficiently developed, no trouble will be experienced in furnishing railway facilities.

Haileybury Spur.—As it would be difficult, if not impossible, to obtain right of way along the spur line located from the north to dock at lake front, we went farther north and located spur from our main line, at mile 110 to Moore's Cove, about 1½ miles north of Haileybury dock. Right of way along this line has been secured.

Townsites.

Matheson.—Outline plans of this townsite—formerly called MacDougall's Chute—have been prepared and fyled. Work of subdividing is now being proceeded with, and will be completed as rapidly as possible. There are numerous enquiries for lots. Since 1905, this point has been looked upon as

General View from south of Watybeag Crossing.

a future townsite, and many parties, to get early on the ground, have put up buildings. Rights of these parties will be respected as far as possible in making subdivision.

Cochrane.—Sufficient land for townsite and railway purposes has been reserved at junction with National Transcontinental Railway. This townsite has been named Cochrane. Detailed surveys are now being made so that a proper relation may be established between station grounds and subdivided townsite.

Sesikinika.—Surveys were made for land required for townsite purposes at Sesikinika Lake. Plans have been submitted to Department of Lands, Forests and Mines for approval.

Dane.—At Dane, formerly called Boston, land has been secured and surveys are being made for townsite. Location will be at west end of road leading into Larder Lake. There is a possibility of this becoming an important traffic point.

Terminals (North Bay Junction).

Engine House and Machine Shop.—The Forest City Paving Co., continued work on their contract and completed machine shop and eight stalls of engine house. Side walls are up for seven additional stalls, and concrete roof has been put upon three of these. Concrete work in connection with engine pits in seven extra stalls has been completed.

Seldons, Limited, of Galt, Ont., installed hot air, blast system of heating in above buildings. As far as tested, system works satisfactorily.

Two 75 h.p. boilers have been set, to furnish power to machine shop equipment, and supply steam for heating coils, over which air passes to the fan in connection with heating system.

In addition to equipment, which is now being moved from temporary machine shop, new building will be equipped with one 50 k.w. generator with direct connected engine, air compressor, 40 h.p. stationary engine, slotting machine, lath polishing wheel, etc.

Foundations for all machines are of concrete.

Blacksmith Shop.—Under contract with Clarke and Monds of Toronto, a concrete blacksmith shop 30 ft. x 60 ft. was built. This building is completed with exception of waterproofing of roof. Forges and other machines are being installed.

Turntable.—A 75 ft. turntable was supplied and placed in position by the Locomotive & Machine Co., of Montreal. Concrete pit required in connection with this table was built by the Forest City Paving Co.

Coal Shed and Trestle.—Messrs. Wyse & Middlemist, of Toronto, completed their contract for coal shed and trestle in April. It has been in successful operation since that date.

Water Supply.—Under contract with the O'Boyle Bros., Contruction Co., of Sault Ste. Marie, Ont., 40,000 gallon standard tank was built near new engine house.

An agreement was entered into with the Town of Nort Bay for supply of water. Pipes were laid from end of town system, at corner of Railway and Golf Sts., to tank. Meter was placed in the supply line.

Distributing system to the different buildings, engine pits, etc., was installed by our Mechanical Department.

Hydrants have been placed on this system, and thus good protection from fire is afforded.

Tank in east end of yard is kept in order so that in case of failure on part of town to provide water we will not be left without supply.

Drainage.—Complete drainage system was provided to take care of all waste and surface water. Pipes are double strength vitrified so that tracks may be laid over them to any part of yard.

Stores Building.—Under contract with the O'Boyle Bros., Construction Co., concrete stores building, 30 ft. x 106 ft, containing two stories and basement, is being built. It is situated along our line between North Bay Jct., and Regina St. Delay in delivery of steel work prevented this building being roofed in before the severe weather. Will be completed next season.

Freight Shed.—Concrete floor was placed in new freight shed, 30 ft. x 170 ft., which was built last season.

Chippewa Creek Bridge.—The Locomotive & Machine Co., of Montreal, supplied and placed in position steel span across this creek. This was done in the early spring.

Road Diversion.—The dividing road between townships of Ferris and Widdifield, crossed the centre of our terminal yards.

During the year this road was closed by permission of the townships, and two roads opened to take care of traffic. The first, which serves people going to Callender and other southerly points, now crosses main line just north of north switch and does not again come near the track.

Arrangements were made with the Grand Trunk Railway Company, who own a large block of land south of the Canadian Pacific Railway, between Chippewa Creek and road between Widdifield and Ferris, to grant a roadway along their southwest boundary. This was graded, bridge was built across Chippewa Creek, road graded across lot 914, facing Monck St., and thus good entrance made to the town. People living along the lake shore now cross the Canadian Pacific Railway at Golf St., as formerly, and from Monck St., south of the C.P.R., use the roads and bridge provided by the Commission to reach their homes.

ENGLEHART.

Engine House and Machine Shop.—It was well on in June before the Forest City Paving Co. again started work on their contract for these buildings. The weather during May and early part of June was very cold and backward. On May 28th, there was a snowfall at Englehart of about nine inches.

On account of soft nature of ground it was necessary to pile all important foundations.

These buildings are enclosed. The boiler, heating system, engine, etc., have been placed in position and steam connections are at present being made. The curbing on top of five engine pits will be at once placed in position so that engines can be housed for the winter. On account of late date on which concrete roof over last three stalls of engine house was completed, it was considered inadvisable to remove the supporting timbers and forms. These will be allowed to remain in position until spring.

Turntable.—A 75 ft. turntable was put in position by the Locomotive & Machine Co., of Montreal. Concrete foundations were built by the Forest City Paving Co.

Coal Shed and Trestle.—Messrs. Wyse & Middlemist, of Toronto, have completed their contract for coal shed and trestle, with exception of rivetting and painting the galvanized iron roof. This work will be done in seasonable weather. The trestle and chute are at present in service.

Station.—Station has been occupied by Operating Department since March 21st last.

Tank.—Standard 40,000 gallon tank on pile and concrete foundations was built by our forces.

Englehart.

Water Supply.—To obtain a quick, never failing supply of water, suitable for locomotive purposes, it was necessary to lay a four-inch pipe from the Blanch River to tank, a distance of about one mile. The lift from river to top of tank is about 95 ft. Pump and coal houses were built at the river side below bridge, and necessary pump and boiler installed. This service is now in operation.

To secure a supply of pure water for train and station service it was decided to drive one deep well. After careful examination of neighborhood, Messrs. Wright Bros., of Petrolia, undertook the work. Site selected was just south of station and west of track. First rock was encountered at depth of 200 ft., water was struck in limestone, and quartz at depth of 355 ft.

An analysis of the water from this well shows it to be pure and of good quality for domestic use; but slightly harder than can be profitably used for steam purposes. The addition of a small quantity of soda ash will render this water suitable for any purpose. This well furnishes about 600 imperial gallons per hour.

The results from well No. 1 were so satisfactory, it was decided to drive a second, farther north. Location made just opposite new engine house and west of main line. Rock was found at depth of 172 ft., and water in limestone, and quartz at 305 ft.

An analysis of water from this well shows it to be slightly superior to that from well No. 1. It is not as hard, and will require less soda ash per thousand gallons to make suitable for boilers. The yield from this well is also 600 imperial gallons per hour.

At both these wells the strata above the rock consists of clay, sand and gravel. The casing varies from ten inches in diameter at top to $4\frac{5}{8}$ inches at bottom of well.

It is intended to put down a third well next season. We will then have from the three sufficient water for all train and engine purposes. The expense of obtaining water from the wells will be much less than cost of pumping from river, and plant at present in use at latter point may be taken elsewhere.

Grading.—All grading, ballasting, tracklaying, etc., required in this yard was done by A. R. Macdonell under his contract at his schedule prices.

Cattle Pen.—A cattle pen 30 ft. x 40 ft. was built with necessary chutes, etc.

Bridges.

Our regular bridge gang was employed during the season making repairs and keeping the numerous trestle bridges in proper line and surface.

At the following points permanent concrete tops were put on open culverts and the track ballasted over them:—

Mile.	Clear Span.
$52\frac{3}{4}$	13 ft. 0 in.
$88\frac{1}{2}$	15 ft. 0 in.
104	15 ft. 6 in.
$137\frac{1}{2}$	14 ft. 0 in.

On all open culverts between North Bay Jct., and Englehart, there are now permanent ballasted decks.

When railway was constructed permanent timber trestle bridge resting on piles, was built across south branch of Wabis River, mile 115½. At ends of this bridge, where banks were loaded, original ground moved riverwards, buckling bridge and making it unfit for traffic. It was decided at this point to erect a permanent steel trestle on concrete pedestals supported by piles. Contract was let in April to C. J. Campbell of Englehart, for all labor in connection with excavating foundations, driving piles, and building concrete pedestals and abutments. This work was completed in August and wooden trestle made safe for traffic.

The Canada Foundry Co., of Toronto, have contract for steel work at this point. And was to have been in place complete on August 30th last. Shop work has not even yet been started.

At second crossing of Blanche River, mile 146, the weight of gravel filling behind south abutment caused abutment to move bodily forward, carrying with it the piles on which it rested. The wing walls were cracked, and ballast wall broken from the bridge seat by coming in contact with end of steel work. After careful examination, was decided to unload abutment and carry track upon temporary timber trestle. Trestle that was in place behind abutments before placing the gravel filling, was found in good condition, and is now carrying trains.

Since abutment was unloaded no sign of movement has been observed.

At the Wild Goose, permanent trestle, mile 197, an 84 ft. Howe Truss bridge, resting upon timber bent abutments was placed in position. This takes place of temporary trestle built across stream during construction.

Stations and Station Grounds.

North Bay Jct.—An extension 12 x18 was made to present station to provide room for Bridge and Building Department and give more accommodation to Station Agent.

Diver.—Under contract the O'Boyle Bros., Construction Co,. built a station 20 ft. x 60 ft. with platform 12 ft. x 160 ft.

Redwater.—A similar station and platform was built here by the O'Boyle Bros., Construction Co.

Temagami.—The new station was completed early in the year. Old station was remodelled and is now entirely used as restaurant.

Concrete station platform of 9,500 sq. ft. area was provided.

Grey.—One section Freight Shed 20 ft. x 30 ft. to be used as flag station, with platform 12 ft. x 200 ft., is being by contract for the Commission by the Temagami Mining and Milling Co.

Latchford.—An extension 20 ft. x 30 ft. was made to Freight Shed.

Station platform was extended northerly to tank, a distance of 300 ft.

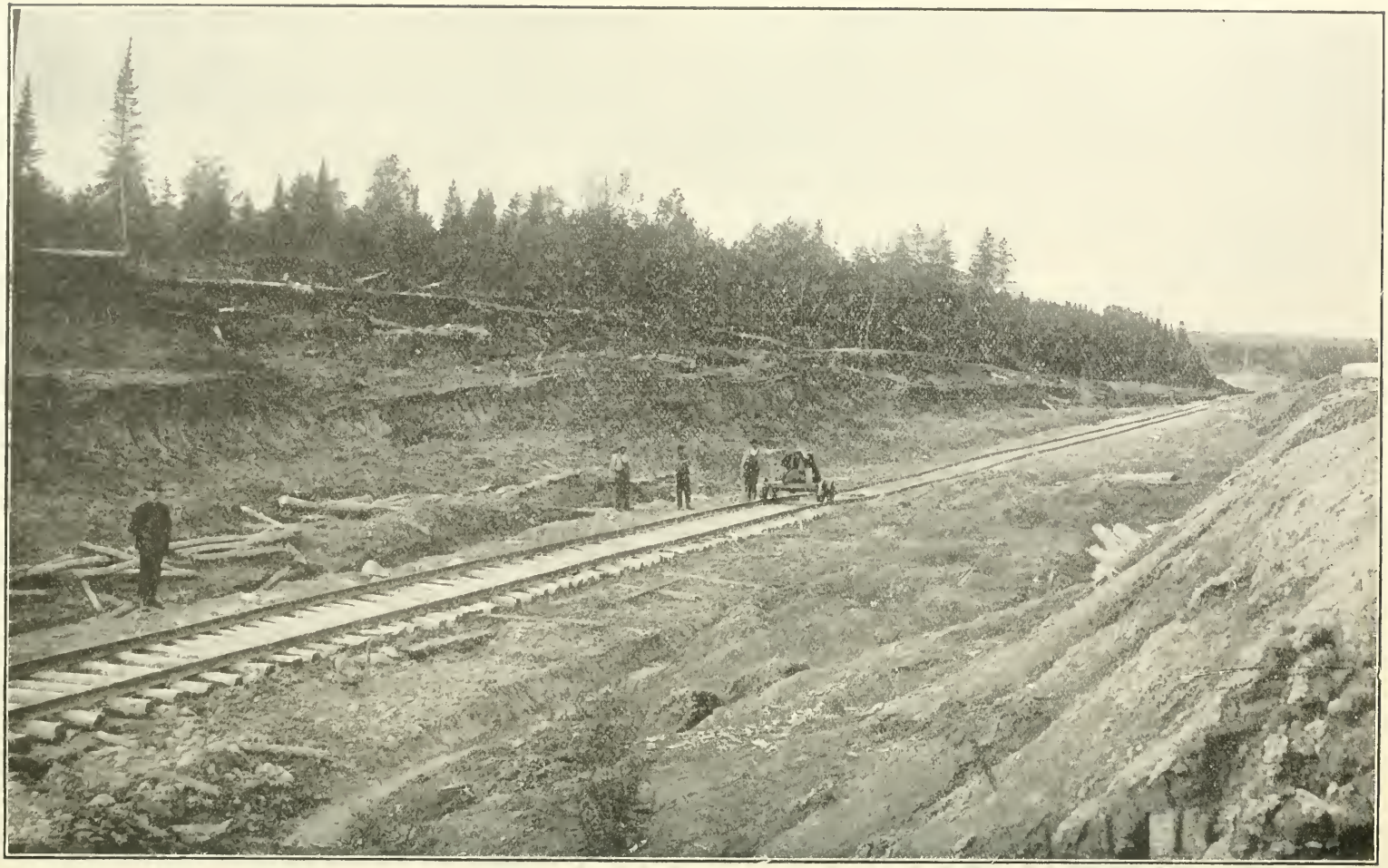
Concrete floor was placed in Station Agent's residence.

Standard 100 ton railway track scale was placed on siding east of main line and north of station. Concrete foundations were built by our own forces, and scales installed under supervision of Burrow, Stewart & Milne of Hamilton, Ont.

Gillies.—By contract the O'Boyle Bros., Construction Co., built flag station 30 ft. x 60 ft. with necessary platform.

Cobalt.—By agreement McQuigge & Hunt excavated three knobs of rock containing 9,009 cu. yds., lying between main line and Cobalt Lake.

General repairs were made to the station and rear portion of Reading Camp Association Building was fitted up as telegraph and telephone office.



Swanson's. West bank of middle cut.

North Cobalt.—An agreement was entered into with the North Cobalt Land Corporation of Toronto under which station and platform, similar to those at Uno Park and Earlton, was built. This has been in use about six weeks, though contract is not yet quite completed.

Haileybury.—An extension 10 ft. x 20 ft. was made to rear of station; to give increased office accommodation.

Matheson.—Temporary station 25 ft. x 70 ft. with platform has been built.

Temporary engine shed to accomodate two engines and coal dock to hold a reserve supply of coal are now under construction.

Grading and tracklaying in this yard is being done by A. R. Macdonell, Contractor.

Tanks.

With our own forces tanks were completed at mile 122 and at Englehart, and coal houses provided at these points. Foundations are of concrete resting upon piles.

The O'Boyle Bros., Construction Co., tendered upon and received contract for all other tanks required to be built during the season. They are at the following points:—North Bay Jct.; Swastika, mile 164¾; Bourke's, mile 183½; Matheson, north of station, mile 206.

These tanks have been completed and the intake pipes and pumping machinery is now being installed by our Mechanical Department.

Along upper end of the line all streams from which water can be obtained are much below grade. Pump and coal houses require to be built at stream level.

Tenement, Section and Tool House.

Our Bridge and Building Department improved section houses on the 1st Division that had not already received attention. Verandahs and kitchens, 6 ft. x 29 ft. and 12 ft. x 14 ft. respectively were provided at following points:—Widdifield, Mulock, Moose Lake, Riddle, Otter, Bushnell, Redwater (2), Doherty, Temagami, Rib Lake, Johnson.

The section house at Thornloe is completed.

The O'Boyle Bros., Construction Co., secured contract to built a three tenement dwelling house at Englehart and all section houses required during the year. These buildings are located as follows:—

Haileybury, section house frame, erected and boarded in.

Englehart, three tenement dwelling house and section house completed.

Krugerdorf	mile	146	section house	completed.
	"	151½	"	"
Dane	"	160	"	"
Kenogami	"	168	"	"
Sesikinika	"	176	"	"
Bourke's	"	183	"	"
Scotty's	"	188¼	"	"
Ramore	"	195	"	"
Matheson	"	205	"	"

except interior painting.

Tool houses 14 ft. x 16 ft. for use of section gangs were built at the following points:—Haileybury, Uno Park, Thornloe, Heaslip (2), Englehart (2), Matheson.

Telegraph and Telephone.

Messrs. Wyse & Middlemist of Toronto, completed their contract for the telegraph line Englehart to Matheson in August. We established an operator at the latter point, and from this point northward telephone line was strung to Divisional Engineer's Camp at the Wataybeag. Beyond this point McRae, Chandler & McNeil strung telephone wire to Nellie Lake. The engineering forces are accomodated by this telephone line and the contractors have been partially reimbursed for its construction by the Commisscion taking over and paying for the wire, insulators, etc.

A. R. Macdonell uses one of our telegraph wires as a telephone line along that portion of the railway still under construction by him. One half the cost of maintaining the pole line is paid by Mr. Macdonell.

Under an agreement a third telegraph wire was strung between New Liskeard and Englehart. This is used by A. R. Macdonell as a telephone wire. The cost of erecting was borne by him.

During the year town telegraph offices were opened in Cobalt and Haileybury.

Fourth telegraph wire was strung between North Bay and Cobalt. This was connected at the latter point to a wire already in place—but not in use—and the through wire between North Bay and New Liskeard was leased as a broker's wire to A. E. Osler & Co., of Toronto. Connection was made with offices in the towns of Haileybury and New Liskeard.

Telephone line was strung from our section house at Rib Lake to office of the Northland Mining Co., distance of about three miles. This line is used principally in connection with movement of ore.

Telephone line was strung between Temagami station and Grey to accomodate the Temagami Mining and Milling Co.

Where lines are strung to accomodate private parties, as instanced above, the cost is paid by parties interested.

Ties and Track Material.

Ties.—On Dec. 31st, 1906, a contract was entered into with John Cahill of Bonfield, Ont., for 275,000 ties. All were to have been delivered by Dec. 31st., 1907. Condition of the labor market, particularly among lumbermen, made it most difficult to keep the camps supplied with men, and contractor is late in making delivery. On this contract 113,000 ties have been delivered to date. Contract will be completed by midsummer.

In November last further contract for 75,000 ties, to supply next season's requirements, was made with Mr. Cahill.

Many of these ties are being secured around Nellie Lake, about mile 230. In this section there is a splendid growth of jackpine and we are getting good ties, both as regards size and quality.

Rails.—Under a contract dated Nov. 13th., 1906, the Dominion Iron & Steel Co., of Sydney delivered in February and March last 1,600 tons of 60 lb. steel rails. These rails will be used for Haileybury and Kerr Lake Branches and miscellaneous sidings.

On May 31st, the Algoma Steel Co., secured contract for 7,500 gross tons of 80 lb. steel rails. They were delivered during the summer and will be used on northern extension, and Charlton Branch.

Both lots of rails were made by the open hearth process. The phosphorus was kept below .07 per cent. and we expect very few breakages.

Slide of embankment north of Swanson's.

Main Line Construction.

(A. R. Macdonell, Contractor.)

Grading.—Steam shovel was employed until midsummer in Swanson's Cut. While this cutting was being excavated numerous slides occurred. The side slopes of the cutting as it stands to-day are very flat and no slides have taken place for several months. The material was removed below ordinary grade to permit of an ample layer of ballast. Considering nature of material, track is holding both line and surface remarkably well. Catch water ditches of ample capacity have been dug on both sides of the cutting, and off-take ditches provided where necessary.

The slopes were taken off the cutting at mileage 191 and the material used for trestle filling.

Cutting at mileage 204 was completed in June. About same time light grading between MacDougall's and the Watabeag River was completed. That portion north of the Watabeag was completed in July.

The cost of grading through a clay country always runs high. Nature of material combined with the wet season caused clay banks to continually slide and settle. Numerous culverts had to be extended and fills brought up to grade.

On Sept. 23rd, the first dump north of Swanson's Cutting, mile 149½, "dropped vertically ten feet just after the mixed passenger train had gone north." The bank was brought up to grade and while "last train necessary for this operation was being unloaded the dump dropped vertically fifteen feet." It was again brought up to grade and has since given on trouble. Many other banks settled more or less, and above special case is cited as an example of how quickly and unexpectedly such events may occur.

Tracklaying —Tracklaying was completed to south abutment of the Watabeag River on July 10th. The Canada Foundry Co. of Toronto were under contract to have the steel trestle completed over this river "before July 30th." This Company failed to live up to their agreement, resulting in the whole progress of the work north of this point being seriously delayed. Up to date of writing the Canada Foundry Co. have no steel work in place. Their men have been on the ground a few days and we expect to get across the opening some time in February, 1908. "A delay to all work north of seven months."

Ballasting and Trestle Filling.—During the season four steam shovel outfits were employed in ballasting and trestle filling. The ballasting was completed in good time, but there still remains probably six weeks' work to complete the trestle filling south of the Watabeag. On account of the Canada Foundry Co. failing to live up to their contract it was impossible to carry on this work north of that river.

Northern Extension.

(McRae, Chandler & McNeil, Contractors.)

Grading.—The contract for the grading, ballasting, tracklaying, etc., of the line of railway from the end of A. R. Macdonell's second contract to the National Transcontinental Railway Jct. (about forty miles) was let to above firm in February. Advantage was taken of the snow to get supplies to headquarters at Driftwood. The snow was very deep and great difficulty was experienced in breaking the roads from the end of Macdonell's work. The road from end of steel to this point was used all winter and was in better

condition. When the Black River opened up steamboats and barges were used to take supplies from Macdonell's Chute to the Driftwood River, from which point they were taken overland to the headquarters camp.

The backward season caused the snow to remain on the ground later than usual. This was a disadvantage to contractors in their clearing and grading operations. The "rainy season" starting about the end of June made it almost impossible to conduct operations in the clay section. This was, therefore, temporarily abandoned and all forces sent to the Nellie Lake region where formation is sand. Since October 15th good progress has been made, an average force of probably 600 workmen being employed.

In connection with this contract it was intended to use steam shovels to take out heavy cuttings around the Driftwood River. It will be necessary to take these shovels across the Watabeag bridge. If Canada Foundry Co. had let us across the bridge when they agreed to, serious delay would have been avoided.

About eight miles of grading has been completed.

Branches.

Kerr Lake.—This is Branch line built to accommodate the mines of the Cobalt Camp. Trouble experienced in obtaining right of way prevented work being let until February, when contract was entered into with Messrs. McQuigge & Hunt of Arnprior for the construction of Branch leaving the main line near south end of Cobalt Lake and running southerly and easterly to boundary of the Drummond Mining Co., near shore of Kerr Lake, distance of about four miles. This line runs through one corner of "Gillies' Limit," which is known to be rich in silver. After line was located and work was started it was necessary to make some slight changes in location to avoid covering by embankments some of the silver veins on the Lawson property.

Work has gone forward steadily since contract was entered into. The extremely wet season, and labor troubles among the miners of Cobalt Camp combined, caused contractors no end of trouble and delay. Men were openly hired off railway work to go to the mines. The management of all the mining properties paid more for ordinary labor than any railway contractor could afford. They thus got pick of all the men brought upon railway work. I have elsewhere in this report given an example of the movement of men on this Branch during the summer months.

The grading will be completed as far as the bay of Giroux Lake next month. The track can then be laid this far and some of the larger shipping mines accommodated. Grading will be completed to the end of the line in February next.

It is expected that a great deal of traffic in low grade ore will be secured by the building of this Branch. Our Engineer has located sidings off "Branch" on following properties:—McKinley-Darragh, Nipissing, Cobalt Contractors, Limited, Provincial Mine, Foster, Kerr Lake, Drummond. More will no doubt follow.

Charlton Branch.—This branch runs from Englehart in southwesterly direction to Charlton, at foot of Long Lake in Township of Dack. It was located in summer of 1906, and tenders invited in autumn of that year; but trouble in adjusting right of way matters made it impossible to let contract until well on in winter following. Tender of the Canadian Construction Co. was accepted and contract entered into.

Slide at Grant's. Mile post 203½.

As in all other operations of our works the late spring and wet summer caused great delays. It was expected that rails would be laid to Charlton so that pulpwood and other materials taken out of the woods during the present winter could be at once loaded upon cars and sent to the markets. Grading will be completed as far as the large trestle one mile west of Charlton next month and if weather conditions are favorable the contractor expects to have the grading entirely completed in March next.

The concrete abutments to support the 75 ft. plate girder span over the Blanche River are partly completed. They can be completed in about seven days of fine seasonable weather.

The plate girder to span this river will be built by the Hamilton Bridge Works Co., of Hamilton. It will be erected by our own bridge gang.

I have previously referred to labor troubles on this branch during the summer months.

Consulting Engineer.

Whenever questions of engineering importance have arisen in connection with any of our works, the Consulting Engineer of the Commission, Mr. Cecil B. Smith, was called upon for advice.

REPORT OF J. H. BLACK, SUPERINTENDENT FOR YEAR AS OF DECEMBER 31st, 1907.

We had a very successful year, as accounting and traffic offices show. We handled the following trains and cars listed below:—

	Freight Service.						Passenger Service.				
1907.	No. of trains.		No. cars North bound		No. cars South bound		Train No.		Train		Mileage.
Month	North bound	South bound	Loads	Emts.	Loads	Emts.	Mile	No.	South	Psgr.	Mixed
Jan.	89	87	1,000	550	790	785	15,402	33	33	9,843	1,350
Feb.	66	67	708	500	887	574	13,523	30	30	8,194	1,225
Mar.	68	67	1,049	424	682	711	14,883	40	40	10,967	1,275
April	94	92	1,137	468	786	800	17,432	61	61	15,574	1,300
May	73	74	1,191	640	864	684	14,398	62	62	16,177	1,350
June	63	64	1,211	389	875	670	13,516	64	64	16,501	1,200
July	69	69	1,308	496	993	557	14,455	93	93	24,176	Nil
Aug	73	75	1,269	621	728	642	15,365	93	93	23,008	566
Sept	75	72	1,121	733	920	635	22,438	70	69	18,203	452
Oct	76	80	1,283	629	841	714	18,864	53	63	18,372	Nil
Nov.	75	81	1,261	692	791	582	20,636	62	61	19,812	Nil
Dec.	72	69	1,113	515	862	645	17,303	62	62	18,088	Nil
Total.	893	897	13,651	6,657	10,019	8,099	198,225	733	731	198,915	8,718

We had the following accidents during the year, some of which were quite serious, but on the whole we feel that we have endeavoured to safeguard ourselves by taking precautions in seeing the best of equipment, building up the best of track, and running train with precaution.

Statement of Accidents and Personal Injuries During 1907.

March 30th, Ronald McDonald struck by train No. 11, mileage 103, cutting one leg off and breaking the other in several places. Man died April 1st.

April 25th, F. J. Neff, while attempting to board down freight extra 102 at Cobalt, missed footing, fell between cars and was killed instantly.

May 27th, Patric Lecleir, killed at Cobalt by Temiscaming coal dock falling on him, while train No. 11 was switching in yard. Cause supposed to have been by vibration of engine.

May 31st, six cars on train No. 12 were derailed, mileage 4¾, doing considerable damage to track and cars.

June 28th, Chas. Barrager of Tweed, Ont., passenger on passenger extra 114, south, had finger caught between vestibule of two coaches, crushing same.

July 9th, extra 106 derailed, mileage 134½, causing death of engineer Thos. Gold, and doing considerable damage to engine.

July 11th, ballast extra 101 pitched into freight extra 103 at mileage 5½, causing $2,444 damage to rolling stock and track.

August 7th, train No. 4, engine 105, derailed M.P. 98, causing slight damage to engine and $222 damage to track.

Nov. 13th, engine 114 left train mileage 51½ to go to Redwater for water, and on return ran into train damaging one of our steel flat cars and tender of engine.

Nov. 21st, brakeman T. D. Charlebois, while jumping off light engine 102 at Moose Lake 1.55 a.m., missed his footing and had leg jammed between platform and step of engine, breaking leg in two places, necessitating amputation above the knee.

Nov. 29th, Paul Degan, while attempting to board train No. 1 at Cobalt, after train had started, fell under wheels, cutting off both legs and badly smashing right arm above the elbow. Man died the same day.

December 9th, train No. 46 ran into A. R. Macdonell's engine which was standing foul without protection at south leg of the Wye, New Liskeard, damaging contractor's engine considerably, also damaging our engine 113 and track to some extent.

REPORT OF WILLIAM YOUNG, GENERAL ROADMASTER.

Commencing January 1st, 1907, the road or maintenance of way department was transferred from construction to transportation or operation, thereby placing under my supervision the general roadmaster, William Young. Report of work is as follows:

Maintenance of Track, 1st Division.

The track has been maintained in better surface and line during the present year than in 1906, largely on account of the new roadbed gradually become more consolidated. In order to maintain better gauge on curved track, it was found necessary to increase the number of tie plates, also to slightly increase the elevation of the outer rail to meet the required speed of trains. A number of curves remain to be treated in like manner. The

Land slide, bank of South Wabis River.

frost in February and March heaved the track very much in places, requiring six inch shims at some points to regulate the surface. On account of the late Spring, the heaved conditions were not overcome until the end of June, which shortened the season for track surfacing. The roadbed has been improved at some points by underdrainage of wet cuts with six inch land tile, which to a large extent, reduces the heaving conditions from frost, and adds to the stability of the roadbed. A number of cuts remain to be treated in like manner on both divisions.

Annual Report of Broken Rails, Year 1907.

Date.	Mileage.	Cause.
March 2....	M.P. 96.....	Imperfect rolling.
" 11....	M.P. 96.....	Defective "
" 15....	M.P. 43, 14 poles north.....	Imperfect "
" 20....	M.P. 52, 3 poles south.....	Change of temperature crystallizing steel, already weakened by flaw.
Jan. 18.....	M.P. 23½.....	Filling on original trestle sinking from underneath rail.
Aug. 2.....	M.P. 102, 5 poles south	Old flaw, cause unknown.
" 17.....	Siding 30½	Flaw in old C. P. R. steel.
Oct. 18.....	M.P. 67, 4 poles south.....	Fractured at construction, possibly caused by blow from hammer.
" 25.....	M.P. 108.....	Fracture, caused by old flaw.
" 27.....	M.P. 6¼.....	Defective rolling.
" 28.....	M.P. 18, 10½ poles south	Old flaw in flange of rail, cause unknown.
Nov. 26....	M.P. 52, 2 poles south	Old flaw, probably caused by wave motion of rail on Muskeg.
Dec. 7.....	M.P. 17, 7 poles south	Piped, or split rail.
" 28.....	M.P. 75.....	Fracture, caused by crystallized steel.

Defective Steel Rails Released from Service.

Location.	No. of Rails	Length.	Weight per yard	Total feet.	Defects.
Mileage.					
9	8	33 ft.	80 lbs.	264	Crystallized.
14	6	33 "	80 "	198	By engines slipping.
21½	1	33 "	80 "	33	Bruised end.
28¼	1	33 "	80 "	33	"
136½	8	33 "	80 "	264	Crystallized.
138	20	33 "	80 "	660	By engines slipping.
			Total...	1,452	

56-Pound Rails Replaced with New 80-Pound Steel Rails.

Rails laid.			Rails taken up.	
115½ Diversion of main line.	Weight per yard. 80 lb.	Feet. 1,584	Weight per yard. 56 lbs.	Feet. 1,584

STEAM SHOVEL WORK, PIT M. P. 8.

Cars.	Purpose.
1123	Construction filling for freight house spur, North Bay.
16	" road crossing " " "
1946	" filling yard, North Bay, Jct.
28	" Cole's siding, " "
64	" permanent coal dump, North Bay Jct.
45	" approach to Woodland Station.
12	" siding M.P. 11¾.
22	" road crossings.
12	" siding M.P. 20½.
16	Betterment of road bed (widening main line embankments).
12	Re ballasting siding M.P. 20½, (B.C.)
3296 cars.	

Hand Loading M.P. 8.

5	Construction ballasting permanent culverts.
66	" filling new shops, North Bay Jct.
32	" filling yard, North Bay Jct.
59	" water service.
7	" filling for yard drainage, North Bay Jct.
38	" filling new blacksmith shop, " "
207 cars.	

STEAM SHOVEL LOADING; PIT M.P. 58½.

Cars.	Purpose.
8	Forest City Paving Co. (B.C.)
6	O'Boyle Bros. (B.C.)
517	Betterment widening main line embankment.
1277	Maintenance ballasting main line.
35	" filling land slide M.P. 68¾.
15	" filling sink holes M.P. 40.
30	" ballasting yard, Haileybury.
14	Construction weight scales, Latchford.
18	" shop drainage, North Bay Jct.
15	" freight house floor, North Bay.
4	" boiler room shop, North Bay Jct.
30	" main line diversion M.P. 115½.
15	" roadway, Haileybury.
1984 cars.	

Hand Loading, Pit M.P. 58½.

32	Construction roadway, Haileybury.
15	" station platform, Temagami.
2	" roadway, Cobalt.
4	" filling for Brick Co's. siding M.P. 112½.
1	" water service M.P. 122.
2	" concrete culvert decks.
9	" bridge M.P. 115½.
5	Maintenance roadway, Cobalt.
70 cars.	

Waste Trestle, Swanson's Cut.

STEAM SHOVEL LOADING, CASSIDY PIT M.P. 99½.

Cars.	Purpose.
47	Construction filling for siding M.P. 106.
60	" filling for siding M.P. 102.
302	" ballasting for siding M.P. 102.
327	" ballasting for siding M.P. 106.
104	" ballasting for siding and wye, Englehart.
86	" weigh scale siding, Latchford, (grading).
15	" ballasting weigh scale siding, Latchford.
39	" filling shop M.P. 139.
56	" ballasting spur M.P. 102⅜.
24	" ballasting Mugsley siding, Cobalt.
117	" grading wye, Latchford.
16	" ballasting new siding M.P. 192½.
15	Betterment of siding M.P. 122.
423	" widening main line embankments.
17	Maintenance repairs of roadway, Haileybury.
34	" filling land slide M.P. 96¾.
1682 cars.	

Hand Loading Pit 99½.

2	Ballasting track, Latchford.

NORTH COBALT, STEAM SHOVEL WORK.

Cars.	Material.	Purpose.
707	Clay.	Construction grading through siding M.P. 106.
70	"	" grading through siding M.P. 102.
110	"	" grading extension siding, Cobalt.
887 cars.		

RIP RAP, STREAMS AND LAKES

Cars.	Loaded.	Unloaded.
105	Between M.P. 68 and 94.	South Wabis M.P. 115½.
10	Between M.P. 68 and 94.	Bridge M.P. 70.
115 cars.		

CINDER BALLAST, NORTH BAY JCT.

Cars.	Purpose.
7	Sink hole M.P. 53¾.
14	Sink hole M.P. 52.
3	Coal chute ramp approach, North Bay Jct.
31	Ballasting yard, North Bay Jct.
9	Construction of permanent coal dump, North Bay Jct.
5	Road bed drainage near M.P. 4½ and 6.
2	Construction bridge on section 8 M.P. 56.
2	Construction permanent culvert decks.
4	Ballasting main line on section No. 1.
3	Ballasting shop tracks, North Bay Jct
1	Construction of tank, North Bay Jct.
2	Boiler room spur, North Bay Jct.
10	New shop floor, North Bay Jct.
2	New ash pit, North Bay Jct.
2	Filling yard, North Bay Jct.
97 cars.	

CINDER BALLAST, NEW LISKEARD.

4	Sink hole M.P. 67¾.
12	Filling approach to bridge M.P. 115¼.
3	Ballasting main line diversion M.P. 115¼.
2	Banking tank M.P. 122.

CINDER BALLAST, ENGLEHART.

2	Ballasting new wye, M.P. 138.

Loaded.		Unloaded.		Purpose.
Cars.	Material.	Cars.	Material.	
6	Rails.	6	Rails.	Distribution emergency rails.
2	"			Construction sidings.
		4	Cinders.	Water service, M. P. 122.
		2	"	Culvert decks.
		3	Ties.	Distribution of ties.
3	Ties.	.....	.....	" "
78	"	.....	.....	Construction of siding.
28	"	.....	.....	Main line extension.
13	"	.....	.....	Charlton Branch.
6	"	.....	.....	Kerr Lake Branch.

MAIN LINE REBALLASTED.

Mile Post to Mile Post.		Quantity.	Miles.
11	$13\frac{1}{2}$	$\frac{1}{2}$ car deep.	$2\frac{1}{2}$
$103\frac{1}{2}$	111	$\frac{1}{2}$ "	$7\frac{1}{2}$
			10

MAIN LINE RESURFACED.

Mile Post to Mile Post.		Average Lift.	Miles.
$\frac{1}{2}$	$2\frac{1}{2}$	2 inches.	2
18	$19\frac{1}{2}$	2 "	$1\frac{1}{2}$
21	22	2 "	1
29	32	2 "	3
38	39	2 "	1
51	53	$2\frac{1}{2}$ "	2
59	61	$2\frac{1}{2}$ "	2
67	70	$2\frac{1}{2}$ "	3
70	$71\frac{1}{2}$	$2\frac{1}{2}$ "	$1\frac{1}{2}$
$72\frac{1}{2}$	73	$2\frac{1}{2}$ "	$\frac{1}{2}$
77	79	$1\frac{1}{2}$ "	2
84	86	1 "	2
$95\frac{1}{2}$	$97\frac{1}{2}$	2 "	2
100	$101\frac{1}{2}$	$1\frac{1}{2}$ "	$1\frac{1}{2}$
107	111	3 "	4
$113\frac{1}{2}$	138	$1\frac{1}{2}$ "	$24\frac{1}{2}$
			Total ..$53\frac{1}{2}$

SIDINGS LAID OR EXTENDED, 1ST DIVISION.

Location.	Description.	Purpose.	Service.	Length.
North Bay Jct.	New spur.....	Lumber	Cole & Co	622 feet.
" "	New freight house spur..	General freight.....	T. & N. O.....	2,496 "
" "	New coal dump spur.....	Coal unloading.....	"	869 "
" "	Temporary spur.....	Coal storage.....	"	642 "
" "	No. 1 siding	General freight.....	"	1,745 "
" "	No. 2 "	Coal chute.....	"	1,219 "

SIDINGS LAID OR EXTENDED, 1ST DIVISION.—*Continued.*

Location.	Description.	Purpose.	Service.	Length.
East Yard N.B.J.	No. 3 siding extended	General freight	T. & N. O.	100 feet.
North Bay Jct.	No. 4 " "	" "	"	102 "
" "	No. 5 " "	" "	"	100 "
" "	No. 6 " "	" "	"	129 "
" "	No. 7 " "	" "	"	135 "
West Yard, N.B.J	Ladder track extended	" "	"	217 "
North Bay Jct.	Auxiliary siding	Auxiliary	"	456 "
" "	New short transfer	General freight	"	1,226 "
" "	New machine shop	Mechanical	"	504 "
" "	New ash pit siding	"	"	390 "
" "	Repair siding	"	"	1,330 "
" "	New turntable track	Inward and outward	"	756 "
" "	New coach siding	Coach storage	"	1,145 "
" "	Snow plow siding	Snow plow storage	"	266 "
East Yard, N.B.J.	Ladder track extension		"	513 "
North Bay Jct.	New roundhouse stall tracks, 8 tracks 132 feet each		"	1,056 "
Trout Mills	Through siding	Lumber	Milne & Son	1,528 "
" "	" "	"	"	1,300 "
Trout Lake	New spur		Montreal Reduction & Smelter Co	1,020 "
M.P. $11\frac{3}{4}$	New spur	Log	Long Lake Lum. Co.	491 "
M.P. $23\frac{1}{2}$	Spur extended	"	Temagami Lake Lumber Co.	1,029 "
M.P. $30\frac{1}{2}$	"	"	Ferguson & McFadden Lumber Co.	106 "
M.P. $74\frac{1}{2}$	New spur	Mining	Temagami Mining & Milling Co.	1,211 "
M.P. $93\frac{1}{4}$	"	Supplies	J. R. Booth & Co.	663 "
M.P. $93\frac{1}{2}$	"	Lumber	Empire Lumber Co.	396 "
Latchford	Through weigh scale siding	General freight and weighing	T. & N. O.	888 "
M.P. $101\frac{1}{4}$	New spur	Distribution of dynamite	"	300 "
M.P. 102	" siding	Passing general freight	"	1,689 "
M.P. $102\frac{1}{2}$	" spur	Mine	Cleveland Mining Co.	238 "
M.P. $102\frac{1}{2}$	" "	Concentrator	Muggley's	525 "
M.P. $102\frac{5}{8}$	" "	General freight	T. & N. O.	1,057 "
Cobalt	Town siding extended	"	"	60 "
"	Freight house	"	"	380 "
M.P. 106	New passing siding	"	"	2,956 "
North Cobalt	Town siding	"	"	608 "
M.P. $111\frac{1}{2}$	New spur	Lumber	McLellan's	244 "
New Liskeard	" town siding	General freight	T. & N. O.	715 "
"	" coal dock	Coal unloading	"	611 "
"	" spur	Tile and brick	New Liskeard Brick, Coal & Lumber Co.	595 "
"	" crossover	General freight	T. & N. O.	173 "
"	" "	"	"	177 "
"	" "	"	"	178 "
M.P. 120	" spur	Pulp	Riordon Pulp Co.	1,140 "
M.P. $123\frac{3}{4}$	" "	Sawmill	Love's	263 "
M.P. $127\frac{1}{8}$	" "	Pulp wood	Michigan Sulphite Fibre Co.	229 "
Earlton	" "	Sawmill	McBurney's	1,200 "
M.P 130	" "	Pulp wood	Riordon Pulp Co	445 "

Total miles, ... $7\frac{1473}{5280}$.

Sidings laid or extended, 2nd Division.

Location.	Description.	Purpose.	Service.	Length.
Englehart.....	New warehouse siding...	General freight	T. & N. O. Ry..	1,484 feet.
"	" through siding.....	Connection of wye	" "	1,870 "
"	" wye	Turning trains	" "	2,330 "
"	" spur	Snow plows.....	" "	358 "
"	" crossover.....	Main line to through siding	" "	177 "
"	" "	" "	" "	177 "
McDougal's Chutes	" spur	Supplies.....	Reynold's.....	671 "

Total miles,.....$1\frac{17}{32}\frac{7}{8}$.

Sidings taken up, 1st Division.

Location.	Description.	Purpose.	Service.	Length.
North Bay Jct..	Temporary spur..... ..	Coal storage.....	T. & N. O. Ry...	642 feet.
" " " ..	Short transfer.....	Construction of machine shop.....	" " ..	151 "
Cobalt.....	Passing siding.....	General freight.....	" " ..	280 "

Total.....1,073 feet.

Ties used for Maintenance, 1st Division.

Additional ties used in main line, 1st class.....	3,562	
" " " 2nd class.....	2,311	
Renewal of ties in main line, 1st class.....	2,593	
" " " 2nd class	797	
		9,263
Additional ties laid in sidings, 2nd class	60	
" " " culls	189	
Renewal of ties in sidings.....	224	
		473
Total		9,736

Addition Culverts under Main Line.

Location.	Size.	Lengths.	Description.	Purpose.
M.P. $\frac{1}{4}$	2 ft. x 2 ft. 6 in..	24 ft.	Cedar box	Under main line.
M.P. $3\frac{1}{2}$.....	2 " 2 "	20 "	"	" "
M.P. $6\frac{1}{2}$.....	2 " 2 "	20 "	"	" "
M.P. 9.....	2 " 2 "	24 "	"	" "
M.P. $14\frac{1}{2}$.....	2 " 2 "	24 "	"	" "
M.P. $19\frac{1}{2}$..	2 " 2 "	24 "	"	" "
M.P. 21.....	2 " 2 "	24 "	"	" "
M.P. 26	2 " 2 " 6 in..	24 "	"	" "
M.P. 29	2 ft. 6 x 2 ft. 6 in	30 "	"	" "
M.P. $41\frac{1}{2}$.	3 ft. x 3 ft	24 "	"	" "

13-foot culvert. Mile post 199½.

Culverts extended under Main Line.

Location.	Size.	Length.	Description.	Purpose.
M.P. $\frac{1}{4}$.....	2 ft. x 2 ft. 6 in.	8 ft	Cedar box.....	Betterment of road bed.
M.P. $36\frac{1}{4}$.....	3 " 3 "	12 "	"	" "
M.P. $132\frac{3}{4}$.....	2 ft. 6 in x 2 ft. 6 in	36 "	"	" "
M.P. 133.....	6 ft. x 6 ft.....	36 "	Open culv'rt native timb'r	" "

Other new Culverts, year 1907.

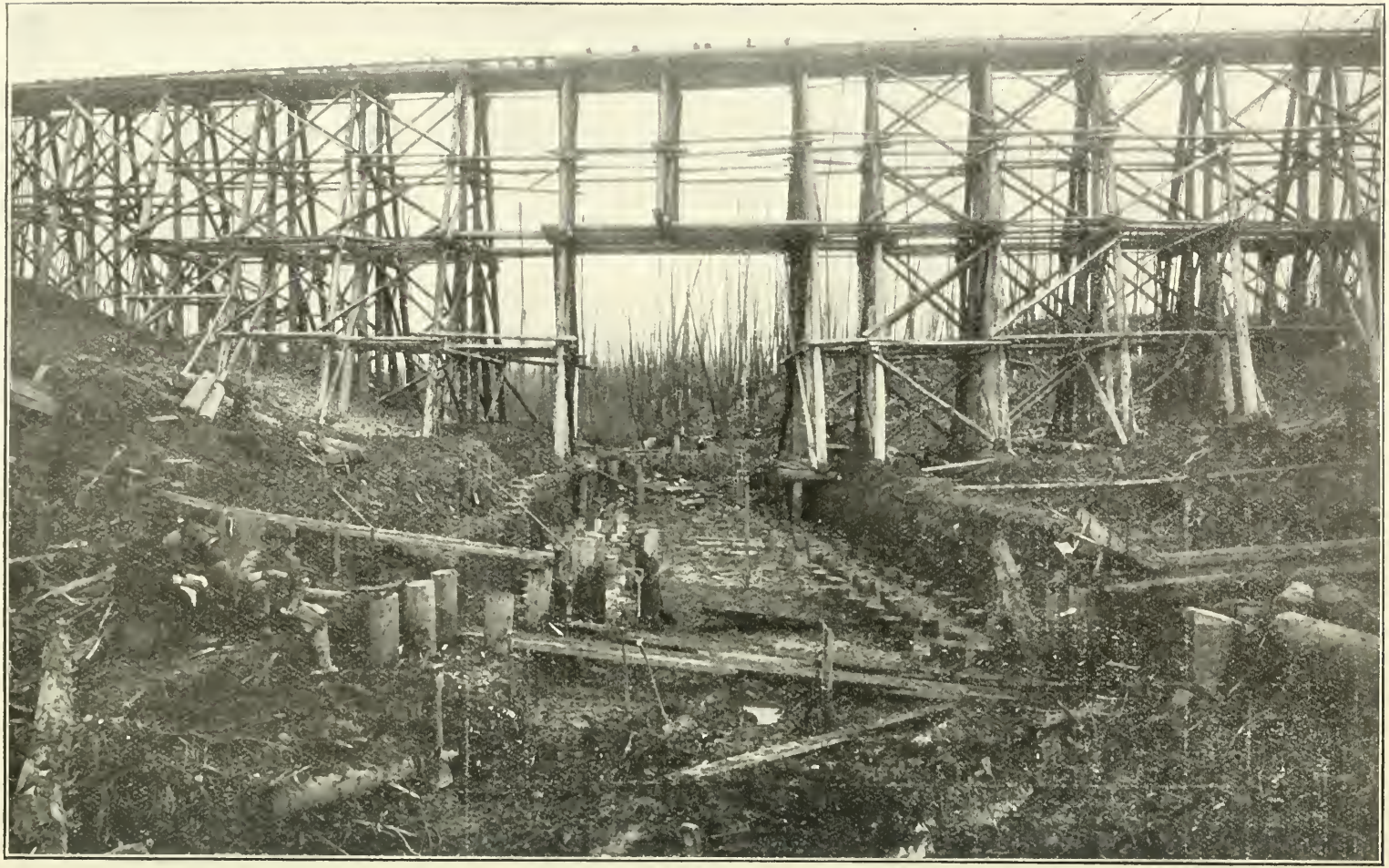
Location.	Size.	Length.	Description.	Purpose.
North Bay yard	2 ft. x 2 ft....	166 ft.	Under extensions of yard	Yard drainage.
" "	20 " 20 "	24 "	Under new roadway	Diversion of roadway. North Bay yard.
M.P. $\frac{1}{4}$.....	2 " 2 " 6 in	20 "	" "	" "
" $\frac{1}{4}$.....	2 " 2 " 6 "	20 "	" "	" "
" $1\frac{1}{2}$.....	20 in. x 20 in....	20 "	" "	New private road crossing.
" $1\frac{1}{2}$.....	20 " 20 "	20 "	" "	" " "
" $21\frac{1}{4}$.....	2 ft. x 2 ft....	20 "	" "	" " "
" $21\frac{1}{4}$.....	2 " 2 "	20 "	" "	" " "
" $103\frac{3}{4}$.....	20 in. x 20 in....	20 "	" "	" " "
" $133\frac{1}{4}$.....	2 ft. x 2 "	20 "	" "	" " "
" $110\frac{1}{2}$.....	2 " 2 "	15 "	Extension	Change of location.
" $113\frac{3}{4}$.....	3 " 3 "	21 "	Under new roadway	Private road crossing.
" $113\frac{3}{4}$.....	2 " 2 "	18 "	" "	" "
" $115\frac{1}{2}$.....	3 " 3 "	26 "	" "	Public "
" $115\frac{1}{8}$.....	2 " 2 "	25 "	" "	" "
" $115\frac{1}{2}$.....	3 " 3 "	23 "	" "	Private "
" $115\frac{1}{2}$.....	2 " 2 "	22 "	" "	" "
" $115\frac{3}{4}$.....	16 in. x 16 in....	22 "	" "	" "
" $116\frac{1}{8}$.....	20 " 20 "	20 "	" "	" "
" $116\frac{1}{4}$.....	20 " 20 "	20 "	" "	" "
" $116\frac{1}{4}$.....	20 " 20 "	35 "	" "	Public "
" $116\frac{1}{4}$.....	20 " 20 "	38 "	" "	" "
" $116\frac{3}{4}$.....	4 ft. x 3 ft.....	25 "	" "	Private "
" $116\frac{1}{2}$.....	2 " 2 "	25 "	" "	" "
" $117\frac{1}{4}$.....	4 " 3 "	25 "	" "	" "
" $117\frac{1}{4}$.....	2 " 2 "	26 "	" "	" "
" 118.....	4 " 3 " ...	23 "	" "	" "
" 118.....	2 " 2 "	24 "	" "	" "
" $118\frac{3}{4}$.....	20 in. x 20 in....	23 "	" "	Public "
" $118\frac{3}{4}$.....	20 " 20 "	23 "	" "	" "
" $119\frac{1}{2}$.....	3 ft. x 3 ft.....	23 "	" "	Private "
" $119\frac{1}{2}$.....	2 " 2 "	23 "	" "	" "
" $119\frac{3}{4}$.....	3 " 3 "	30 "	" "	Public "
" $119\frac{3}{4}$.....	2 " 2 "	29 "	" "	" "
" 120.....	2 " 2 "	26 "	" "	Private "
" 120.....	3 " 3 "	26 "	" "	" "
" 120.....	30 " 20 "	17 "	" "	Under new siding.
" $120\frac{1}{4}$.....	3 ft. x 3 ft.....	30 "	" "	Private road crossing.
" $120\frac{1}{2}$.....	2 " 2 "	27 "	" "	" "
" 121.....	4 " 3 "	27 "	" "	" "
" 121.....	2 " 2 "	26 "	" "	" "
" $121\frac{3}{4}$.....	4 " 3 " ...	26 "	" "	" "
" $121\frac{3}{4}$.....	3 " 3 "	26 "	" "	Public "
" $122\frac{3}{4}$.....	3 " 3 "	30 "	" "	" "
" $122\frac{3}{4}$.....	2 " 2 "	33 "	" "	" "
" $123\frac{3}{4}$.....	3 " 3 "	36 "	" "	" "
" $123\frac{3}{4}$.....	2 " 2 "	33 "	" "	" "

Other New Culverts, Year 1907.—*Continued.*

Location.	Size.	Length.	Description.	Purpose.
M.P. 124	16 in. x 16 in.	25 ft.	Under new roadway	Private road crosssng.
" 124	16 " 16 "	25 "	" "	" "
" 124½	3 ft. x 3 ft.	10 "	Extended	Public "
" 124½	3 " 3 "	7 "	"	" "
" 124⅝	2 " 2 "	13 "	Cedar box	Ext. for public cros:
" 124⅝	2 " 2 "	10 "	"	" "
" 124⅞	2 " 2 "	8 "	"	" "
" 124⅞	2 " 2 "	20 "	"	" "
" 126	12 in. x 16 in.	26 "	"	Public road crossing.
" 126	12 " 16 "	26 "	"	" "
" 126¼	16 " 16 "	61 "	"	" "
" 127¼	2 ft. x 2 ft	50 "	"	" "
" 127¼	2 " 2 "	45 "	"	" "
" 127½	12 in. x 12 in.	22 "	"	Private "
" 127¾	2 ft. x 2 ft.	38 "	"	Public "
" 128¼	4 " 3 "	22 "	"	Private "
" 128¼	28 in. x 20 in.	18 "	"	" "
" 128¼	18 " 16 "	18 "	"	" "
" 128½	4 ft. x 3 ft.	21 "	"	" "
" 128½	2 " 2 "	24 "	"	" "
" 129½	2 " 2 "	22 "	"	" "
" 129½	2 " 2 "	22 "	"	" "
" 129⅝	2 ft. 6 x 2 ft. 6 in	29 "	"	Public "
" 129⅞	2 " 6 " 2 " 6 "	29 "	"	" "
" 130⅛	2 " 6 " 2 " 6 "	23 "	"	Private "
" 130¼	2 " 6 " 2 " 6 "	23 "	"	" "
" 130⅝	3 " 6 " 2 " 6 "	24 "	"	Public "
" 130⅞	3 " 6 " 2 " 6 "	24 "	"	" "
" 130⅞	20 in. x 20 in.	25 "	"	" "
" 130⅞	20 " 20 "	29 "	"	" "
" 133⅛	28 " 20 "	25 "	"	" "
" 133¼	28 " 20 "	25 "	"	" "
" 135⅛	2 ft. x 2 ft.	30 "	"	" "
" 135¼	24 in. x 20 in.	35 "	"	" "
" 136¾	3 ft. x 3 ft.	55 "	"	" "
" 136¾	3 " 3 "	55 "	"	" "
" 137	3 " 3 "	24 "	"	Private "
" 137	3 " 3 "	24 "	"	" "

New Culverts, 2nd Division.

Location.	Size.	Length.	Description.	Purpose.
M.P. 138½	16 in. x 18 in.	22 ft.	Cedar Box	Under new wye.
" 138½	16 " 18 "	23 "	"	" "
" 138½	18 " 18 "	23 "	"	" "
Townsite Englehart	2 ft. x 2 ft.	24 "	"	Drainage Railway St.
"	2 " 2 "	24 "	"	" "
"	2 " 2 "	40 "	"	" "
"	2 " 2 "	24 "	"	" "
"	2 " 2 "	24 "	"	" "
"	2 " 2 "	24 "	"	" "
"	2 " 2 "	24 "	"	" "
"	2 " 2 "	24 "	"	" "



Foundations of culvert. Mile post 208¼.

Construction of Sewerage, Year 1907.

Location.	Size of vetrified title.	Lengths.	Purpose.
North Bay Junction	30 in. diameter.	324 feet.	New round house drainage.
"	15 "	224 "	
"	12 "	362 "	
"	6 "	237 "	
"	12 "	301 "	New machine shop drainage.
"	6 "	156 "	
Cobalt	10 "	268 "	Yard drainage. Cobalt.

Construction of Sewerage, Year 1907.

Location.	Concrete manholes.	Purpose.
North Bay Junction	No. 5	New round house drainage.
"	Concrete catchwater basins	New water tank waste water.
"	No. 2	
"	" 1	New machine shop, roof drainage.

The 324 feet of 30 inch vetrified tile was bedded in 6 inches of concrete and supported on sides with concrete one foot thick.

New Public Road Crossings Installed.

Mileage.	Description.	Remarks.
$\frac{1}{4}$	At grade.	Change of roadway.
$110\frac{1}{2}$	"	" location.
$115\frac{1}{8}$	"	Township road.
$116\frac{1}{4}$	"	"
$118\frac{3}{4}$	"	"
$119\frac{3}{4}$	"	"
$120\frac{3}{4}$	"	"
$121\frac{3}{4}$	"	"
$122\frac{3}{4}$	"	"
$123\frac{3}{4}$	"	"
$124\frac{1}{2}$	"	"
$124\frac{7}{8}$	"	"
126	"	"
$126\frac{1}{4}$	"	"
$127\frac{1}{4}$	"	"
$127\frac{3}{4}$	"	"
$128\frac{7}{8}$	"	"
$129\frac{7}{8}$	"	"
$130\frac{7}{8}$	"	"
$133\frac{1}{8}$	"	"
$135\frac{1}{8}$	"	"
$136\frac{1}{8}$	"	"
$136\frac{3}{4}$	"	"

Total of 23 road crossings.

PUBLIC ROAD CROSSINGS, YEAR 1907.

The twenty-three (23) Public Road Crossings at grade, have all been equipped with crossing signs, snow plow and flanger signs and return fences, with wooden slat Cattle Guards, and graded to the lawful grade of 1 ft. in 20 ft., and to a width at grade of 20 ft., up to the crossing at mileage 120¾, seven (7) crossings in all completed throughout. The balance of sixteen (16) crossings remain, to be equipped with Cattle Guards and made up to standard grade during the year 1908.

Public Road Crossings Closed.

Mileage.	Description.	Remarks.
⅛	At grade	Change of roadway closed through T. & N. O. Railway yard.

New Private Road Crossings Installed.

Mileage.	Description.	Remarks.
1½	At grade.	Farm, crossing.
10½	"	"
110	"	"
113¾	"	"
115½	"	"
115¾	"	"
116⅛	"	"
116½	"	"
117¼	"	"
118	"	"
119½	"	"
120	"	"
120½	"	"
121	"	"
124	"	"
127½	"	"
128¼	"	"
128½	"	"
129½	"	"
130⅛	"	"
137	"	"

Total of 21 private road crossings.

The twenty-one (21) Private Road Crossings at grade have all been supplied with tubular iron gates, 4 ft. x 14 ft., and fastenings, and graded to the lawful grade of 1 foot in 20 feet, and to a width at grade of 16 feet up to the crossings at mileage 120½, thirteen crossings in all complete throughout. The remaining eight (8) crossings to be graded during year 1908.

Cleaning Up and Widening Rock and Boulder Cuts, 1st Division.

From M. P.	To M. P.	Total miles.	Remarks.
0	19	19	All loose rocks and boulders taken out of cuts and deposited on the fills. Also narrow points widened to 6½ feet clear of the nearest track rail. Retaining walls were built at some points to hold the mixed formation.
61½	88	26½	
93	94	1	
		46½	

New Work, Bridges and Trestles, 1st Division.

Location.	Description.	Clear opening.	Remarks.
North Bay Freight house spur, Chippewa Creek.....	Sub-structure concrete, super-structure iron and wood.....	43 feet 6 inches.	New structure decked with 8 x 12 in. tie beams, outer and inner guard rails complete.
North Bay, Chippewa Creek.....	New roadway wooden bridge under diversion of roadway from yard N. Bay Jct.	2 spans, 20 foot opening, deck 60 x 21 feet.	New wooden structure throughout, two abuttments and one pier composed of square cedar timber, filled with stone. Pine deck with hand and wheel guard rails.
	Betterment.		
Mile post $7\frac{3}{4}$	Sub-structure concrete, super-structure iron and wood.....		Wooden ballast walls replaced with concrete.
Mile post $11\frac{1}{4}$	Sub-structure concrete, super-structure iron and wood		Wooden ballast walls replaced with concrete.
Mile post 133	Taylor Creek trestle		Trestle partly filled with clay. During year 1906 settled in bad form, necessitated the replacement of three bents in order to maintain surface. The structure has finally been filled up with sand during fall of 1907 and train now running at usual rate of speed.

Repairs.

The repairs to pile bridges have been somewhat lighter than in 1906, chiefly on account of less settlement, maintaining better surface and line.

Betterment of Beam Culverts.

Mileage.	Clear opening.	Length of iron deck.	Remarks.
$52\frac{3}{4}$...	13 feet 2 inches ...	15 feet.	
$88\frac{1}{2}$.....	15 "	17 "	Wooden.
104.....	15 " 6 inches ...	17 "	Decks replaced.
$137\frac{1}{2}$.....	14 "	16 "	With permanent iron decks filled with concrete.

Betterment of Roadbed Underdrainage, 1907.

Location.	Land tile.	Length.	Purpose.
M. P. $2\frac{1}{2}$	6 inches	990 feet.	One side of wet cut.
" $4\frac{1}{2}$	"	1,125 "	" " "
" $4\frac{3}{4}$	"	830 "	" " "
" 7	"	1,425 "	Both sides "
" $105\frac{3}{4}$	"	300 "	One side "
" $110\frac{7}{8}$	"	560 "	" "
	Total.....	5,230 feet.	

Bridges and Trestles, 2nd Division.

Location.	Description.	Remarks.
Mile Post 145¾....	2nd crossing Blanche River.	South temporary trestle approach strengthened by long stringers and blocked to surface.

The bridges on this division have been gone over and necessary improvements made to surface and alignment, also weak points strengthened in order to carry the heaviest class of engines in service.

Clearing Town Park in Rear of Station, Englehart, 2nd Division.

All second growth timber was chopped down, stumps grubbed out, all brush and rubbish burned up, giving the park a clean and neat appearance.

Clearing for "Y," Englehart.

All second growth timber was chopped down, stumps cut low and all brush and rubbish piled ready to burn next spring.

Grading and Ditching Railway Street, Englehart.

This street was graded and ditched in good form and supplied with the necessary cedar box culverting to carry off all the surface water.

Construction Water Service, 1st Division.

Location.	Description.	Length of cast pipe.	Remarks.
New Liskeard.....	Supply for tank	450 feet. 4-inch diameter.	Connecting water tank with town supply pipe on Main street.

Construction Water Service, 2nd Division.

Location.	Description.	Length of cast pipe.	Remarks.
Englehart	Supply for tank	75 feet. 4-inch diameter.	Connecting pipe at pump house near Blanche River with main pipe laid by contractor, also putting down well and intake pipe at river to pump house and making tank connections at round house.

List of Curves—North Bay to Matheson.

Mile 0—10.

Stations.		Length.	Curvature.				
B. C.	E. C.	Feet.	Degree.			Total.	
				deg.	min.	deg.	min.
0	4..10	410		10	10	41	40
4..76.3	12 15	738.7		8	0	49	12
60..45.6	72..00.6	1,155.0		1	0	11	33
124..57.4	130..46 2	588.8		3	0	17	40
134..62.9	148..09.5	1,344.6		4	0	53	52
168..00	188..20.6	2,020.6	3 0, 40,	3	58	46	18
191..59	202..95.1	1,136.1		6	0	68	10
209..76	215..01	525.0		5	0	26	15
216..74.2	224..86.7	812.5		4	0	32	30
227..40.9	234..10	661.1		4	0	26	46
248 .70	260..45	1,175.0		6	0	76	30
265..80.8	280..21.4	1,440.6		6	0	86	26
304..22	316..98.6	1,276.6		1	0	20	46
329..59.1	333..09.1	350.0		5	0	17	30
335..50	353..87.5	1,837.5		4	0	70	30
357..13.4	365..19.4	806.0		5	0	40	18
373..42	378. 64.3	522.3		5	0	26	07
382..24	388..62.9	638.9		3	0	19	10
395..88.4	415..92.5	2,004.1 0—44	$\frac{3}{10}$	2	0	26	43
438..46.2	443..71.6	525.4		4	0	21	01
451..62.5	453..62.6	200.1		1	0	2	0
478..63.7	482..79.7	416.0		1	0	5	58
497..52.3	521..89	2,436.7		1	0	24	22
		23,021.6				811	17

23 curves.

Mile 10—20.

528..33.3	549..56.2	2,122.9		6	0	127	22
559..96.3	576..32.4	1,636.1		6	0	98	10
580..18.2	586..46	627.8		6	0	37	40
589 .75.5	600..69.4	1,093.9		6	0	65	38
602..87.8	617..37.8	1,450.0		6	0	87	00
641..69.4	648..50	680.6		6	0	40	50
650..86.9	656..57.4	570.5		6	0	34	15
682..41.8	687..63.2	521.4		6	0	31	15
690..32.2	693..46.5	314.3		5	0	15	41
703..66.9	708..81.9	515.0		1	0	5	09
720..05.7	724..53.2	447.5		2	0	8	57
743..20.8	765..77.3	2,256.5		1	0	22	34
789..59.3	795..68	608.7		5	0	30	26
798..62.5	808..17.2	954.7		6	0	57	15
835. 99.4	852..80.2	1,845.5	5	2	44	65	10
863..98.6	876..00	1,201.4		4	0	46	00
880..42.6	887..80	737.4		6	0	44	15
890..39.7	909..73	1,933.3		6	0	116	00
913..57	918..44.5	487.5		6	0	29	15
922..29.4	926..96	466.6		6	0	28	00
930..59.1	935 .73	513.9		6	0	30	51
938..83.6	944..10	526.4		6	0	31	35
948..59	956..27	768.0		4	0	31	00
961..04.8	968..15.6	710.8		2	0	14	13
1,011..65.5	1,022 65.5	1,100.0		1	0	11	00
1,067..38.6	1,080..38.6	13.0		2	0	26	00
		25,390.7				1,135	31

26 curves.

Mile 20—30.

Stations.		Length.	Curvature.			
B. C.	E. C.	Feet.	Degree.		Total.	
			deg.	min.	deg.	min.
1067..38.6	1080..38.6	Includ. in mileage.	10	20		
1097..32	1109..82	1,250.0	2	0	25	00
1115..89	1119..70.2	381.2	4	0	15	15
1123..92	1132..29.5	837.5	6	0	50	15
1134..68	1140..21.3	553.3	5	0	27	40
1157..78	1163..67.9	589.9	6	0	35	20
1167..00	1171..37.5	437.5	4	0	17	30
1175..49	1179..24	375.0	4	0	15	00
1191..42.3	1197 71.5	629.2	2	0	12	35
1202..34.5	1209..34.5	700.0	2	0	14	00
1212..34	1222..50.7	1,016.7	6	0	61	00
1226..05	1231..25	520.0	5	0	26	00
1233..62.5	1289..12.5	550.0	4	0	22	00
1252..61.3	1259..14.2	653.0	6	0	39	11
1274..09	1277..05.3	296.3	2	0	5.	58
1297..02.7	1301..69.1	466.4	6	0	27	59
1304..41	1315..16	1,075.0	6	0	64	30
1317..97.7	1332..31	1,433.3	3	0	43	00
1342..97	1349..97	700.0	1	0	7	00
1357..70.3	1385..42	2,771.7	2 & 1	29	48	54
1453..21.3	1461..68	846.7	2	0	16	58
1478..52.6	1493..84.6	1,532.0	6	0	91	55
1500..06.7	1512..08	1,201.3	6	0	72	07
1551..88.8	1572..22.3	2,033.5	2	15	45	45
1576..88.8	1587..92.9	1,104.1	6	0	66	15
		21,953.6			851	07

24 curves.

Mile 30—40.

1612..61.9	1617..82.9	521.0	2	0	10	26
1626..82.3	1632..15.6	533.3	2	0	10	40
1645..68.7	1652..89.5	720.8	2	0	14	25
1667..06.5	1675..20.4	813.9	6	0	48	50
1678..83.2	1685..33.2	650.0	6	0	39	00
1689..13	1698..27.8	914.8	6	0	56	16
1704..27.8	1721..08.3	1,680.5	6	0	100	50
1731..43.3	1740..35	891.7	5	0	44	35
1743..95	1751..15	720.0	5	0	36	00
1779..91	1786..57.7	666.7	1	0	6	40
1790..36	1779..60.1	724.1	2	0	15	27
1800..38	1813..91.9	1,353.9	2	0	40	37
1840..53	1852..15.7	1,162.7	3	0	34	53
1865..37	1874..01.2	864.2	6	0	51	51
2083..89.4	2093..31	941.6	2	0	18	50
		13,159.2			529	20

15 curves.

Mile 40-50.

Stations.		Length.	Curvature.			
B.C.	E.C.	Feet.	Degree.		Total.	
			deg.	min.	deg.	min.
2,192..53.3	2,202..46	892.7	1	0	8	56
2,269..74.9	2,298..98	2,923.1	2	30	71	20
2,317..10	2,329..85.4	1,275.4	6	0	76	08
2,333..65.4	2,341..05.1	739.7	3	0	23	05
2,446..04	2,455..57.9	953.9	2	0	18	57
2,472..61	2,481..32.7	871.7	1	0	8	43
2,518..69	2,525..24.9	655.9	3	0	19	40
2,543..34.8	2,550..26	691.2	4	30	31	06
2,553..77.8	2,560..67.4	639.6	4	00	27	35
2,572..01.2	2,580..13.2	812.0	5	0	40	36
2,587..60	2,594..28.5	668.5	4	0	26	42
2,599..47	2,605..16	569.0	3	0	17	04
2,614..07.3	2,620..41.6	634.3	3	30	22	12
2,622..88.6	2,630..26.4	737.8	6	0	44	16
2,637..33.4	2,642..70.1	536.7	3	0	16	08
2,645..00	2,654..88.3	988.3	6	0	59	18
2,651..21.4	2,666..97.8	976.4	6	0	58	35
		15,616.2			570	21

17 curves.

Mile 50-60.

Stations.		Length.	Curvature.			
B.C.	E.C.	Feet.	Degree.		Total.	
			deg.	min.	deg.	min.
2,669..06.1	2,675..14.4	608.3	6	0	36	30
2,677..82.4	2,687..93.4	1,011.0	5	0	50	33
2,718..23.4	2,723..67 2	543.8	4	0	21	45
2,732..22.9	2,741..64	941.1	6	0	56	41
2,747..64	2,756..73.6	909.6	4	0	36	32
2,786..89	2,804..31.9	1,742.9	6	0	104	35
2,865..38.2	2,873..88.2	850.0	2	0	17	00
2,882..40	2,894..05.9	1,165.9	3	30	40	49
2,900..58.2	2,904..32.2	374.0	5	0	18	41
2,906..55.5	2,911..32.7	477.2	6	0	28	38
2,915..13.1	2,919. 88.4	475.3	5	0	23	47
2,923..12.5	2,931..48.7	836.2	5	00	42	02
2,937..25	2,951..01	1,376.0	6	00	82	24
2,976..43.5	2,982..74.5	631.0	4	0	25	15
2,999..81	3,010..34.3	1,053.3	1	30	15	48
3,039..77.8	3,047..91.1	813.3	1	00	8	08
3,095..01	3,101..45.2	644.2	4	0	25	46
3,108..74	3,118..29.5	955.5	3	0	28	40
3,172..50	3,187..83.3	1,533.3	1	0	15	50
3,192..07	3,197..18	511.0	3	0	15	26
		17,452.6			694	50

20 curves.

Mile 60–70.

Stations.		Length.	Curvature.	
B. C.	E. C.	Feet.	Degree.	Total.
			deg. min.	deg. min.
3,216..85	3,220..57.2	372.2	6 00	22 20
3,223..30	3,228..49.4	519.4	6 00	31 10
3,234..35	3,238..90.5	455.5	3 00	13 40
3,245..75	3,249..86	411.0	4 00	16 26
3,266..71	3,291..49.3	2,478.3	2 00	49 34
3,305..58	3,311..52.2	594.2	4 00	23 46
3,314..99	3,323..86.8	887.8	3 00	26 27
3,330..96	3,336..93.7	597.7	1 00	6 02
3,359..34	3,364..52.6	518.6	6 00	31 07
3,367..04.2	3,373..97.8	693.6	6 00	41 37
3,377..30	3,380..90	1,160.0	2 30	29 00
3,393..09.8	3,403..35.6	1,025.8	1 00	10 15
3,432..78	3,441..16.9	838.9	3 00	25 10
3,448..99.3	3,453..98.1	498.8	6 00	29 56
3,457..66.2	3,465..53 5	787.3	6 00	47 15
3,469..62	3,480 09.3	1,047.3	5 00	52 22
3,491..49	3,496..02.9	453.9	6 00	27 14
3,498..93	3,513..21	1,428.0	6 00	85 40
3,529..30	3,536..50.8	720.8	6 00	43 15
3,356..02	3,566..90	1,088.0	6 00	65 16
3,575..64.1	3,582 32.1	668.0	6 00	40 05
3,595..20	3,604..16.1	896 1	6 00	53 46
3,611..69.2	3,617..96.3	627.1	4 00	25 05
3,626..96	3,632..08	512	4 00	20 30
3,643..56	3,654..42.7	1,086.7	5 00	54 20
3,660..78	3,668..69.7	791.7	4 00	31 40
3,679..90	3,685. 90	600	1 00	6 00
		21,758.7		908 58

27 curves.

Mile 70–80.

Station.		Length.	Curvature.	
B. C.	E. C.	Feet.	Degree.	Total.
			deg min.	deg. min.
3,724..43	2,740 .76.8	1,633.8	2 10	35 24
3,765..04.4	3,775..95	1,090.6	2 30	27 16
3,785..66	3,812..80.2	2,714.2	3 30	95 00
3,816..04	3,823. 21	717 0	5 00	35 51
3,843..53.3	3,853..07 6	954.3	3 00	28 38
3,874 49	3,880..34	585	4 00	23 24
3,886..38	3,901..89	1,551	6 00	93 00
3,925..24	3,930..84	560	3 00	15 36
3,963 03	3,977..92	1,489	4 30	67 00
3,983..31	3,992..68.7	937.7	3 00	28 08
4,001..89	4,008..47.2	658.2	4 00	26 30
4,015..87.8	4,025..96.7	1,008.9	3 00	30 16
4,037..50	4,070..17	3,297.0	1 30	49 26
4,070..47	4,091..00	2,053.0	1 00	20 32
4,091..00	4,106..06	1,506.0	1 30	23 22
4,131..26	4,139..26	800.0	4 00	32 00
4,145..47	4,150..07	460.0	1 00	4 36
4,176..14	4,195..94	1,980.0	2 30	49 30

Mile 70–80.—*Continued.*

Station.		Length.	Curvature.	
B. C.	E. C.	Feet.	Degree.	Total.
4,206..79	4,221..90.1	1,511.1	3 00	45 20
4,226..20	4,230..12.1	392.1	4 00	15 41
4,240..30.3	4,246..04.3	574.0	5 00	28 42
		26,472.9		775 12

21 curves

Mile 80—90.

Stations.		Length.	Curvature.	
B. C.	E. C.	Feet.	Degree.	Total.
			deg. min.	deg. min.
4,253..12.1	4,257..65.4	453.3	5 00	22 40
4,268..89	4,272..35.7	346.7	1 00	3 28
4,277..28	4,284..78	750.0	4 00	30 00
4,303..37	4,307..23.7	386.7	3 00	11 36
4,309..78	4,315..44.7	566.7	6 00	34 00
4,318..09	4,322..39	430.0	6 00	25 48
4,333 .87	4,338..30.3	443.3	5 00	22 10
4,342..68	4,346..32.5	364.5	4 00	14 34
4,362..23	4,374..44.7	1,221.7	4 00	48 52
4,377..33.4	4,382..38.4	505.0	6 00	30 18
4,388..12	4,394. 33.7	621.7	6 00	37 18
4,396..74.6	4,409..74.6	1,300.0	5 30	71 30
4,437..32	4,444..03.7	671.7	6 00	40 18
4,447..00	4,453..83.3	683.3	6 00	41 00
4,461..27	4,465..00.7	373.3	3 00	11 12
4,468..00	4,474..45	645.0	4 00	25 48
4,479..48.8	4,482..85.5	336.7	5 00	16 50
4,489..65	4,500..23.3	1,058.3	2 00	21 10
4,505..57.3	4,509..49.4	392.1	3 00	11 46
4,542..24.8	4,545..58.5	336.7	3 00	10 06
4,512..09	4,523..52.7	1,143.7	4 30	51 28
4,527..30.6	4,537..25	994.4	6 00	59 40
810..74.3	806..16	458.3	6 00	27 30
789..27	796..42.6	715.6	3 00	21 28
763..15.7	769..99.9	684.2	4 00	27 22
751..88.7	760..04.2	815.5	6 00	48 56
740..66	745..26	460.0	6 00	27 36
733..53	738..03	450.0	6 00	27 00
725..26	729..50.4	424.4	3 00	12 44
713..85	718..06.7	421.7	4 00	16 52
698..40.8	709..40.8	1,100.0	1 00	11 00
674..13.8	681..33.8	720.0	2 00	14 24
658..09	661..59	350.0	3 00	10 30
651..44	655..52.3	408.3	6 00	24 30
639..11.2	648..53.4	942.2	6 00	56 32
615..88	633..99.7	1,811.7	2 00	36 14
604..78.3	596. 35	843.3	2 30	21 05
		24,630.0		1,025 15

37 curves.

Mile 90— 100.

582..09	593..49.0	1,140.0			3 00	34	12
564..05.3	571..44.0	738.7			5 00	36	56
553..77.5	560..64.2	686.7			5 00	34	20
527..45.0	541..83.3	1,438.3	1	30 & 1	35	22	10
518..00	522..64	464.0			5 0	23	12
506..18.9	514..57.8	838.9			6 0	50	20
496..30	503..92.5	762.5			2 0	15	15
480..71.4	488..02.0	730.6			3 0	21	55
452..97.6	460..17.6	725.0			3 0	21	36
443..06.9	449..76.9	670.0			5 0	33	30
431..55.1	438 .26.8	671.7			3 00	20	09
419..81.2	426..28.7	647.5			4 0	25	54
400..04.4	410..33.1	1,028.7			2 30	25	43
388..67.2	397..87.2	920.0			2 30	23	00
368..21	381..71	1,350.0			4 0	54	00
351..08	359..08	800.0			2 0	16	00
327..96.1	338..59.4	1,063.3			1 0	10	38
296..76.5	308..59.3	1,182.8			3 0	35	29
283..94.3	294..70.5	1,076.2			6 0	64	34
262..77.5	266..40	362.5			4 0	14	00
252..53.5	259..50.2	696.7			4 0	27	52
242..60	248..60	600.0			6 00	36	00
236..18.9	240..38.9	402.0			5 00	21	00
227..19.5	232..65.3	545.8			4 0	21	50
201..30.4	211..45.4	1,015.0			3 0	31	55
156..80.4	169..30	249.6		3 & 2	20½	36	38
132..25.7	142..41.7	1,016.0			5 00	50	48
120..40	129..54	914.0			5 00	46	12
107..34.5	114..57.8	723.3			5 00	36	10
76..18	89..77.4	1,359.4			30 00	40	47
		24,837.2				932	05

30 curves.

Mile 100—110.

Stations.		Length.	Curvature.				
B.C.	E.C.	Feet.	Degree.			Total.	
47..09.5	66..42.8	1,933.3			6 00	116	00
26..65.5	38..72.5	1,207.0			6 00	72	47
1..32.5	9..63.5	831.0			6 00	49	52
7..29.7	12..92.7	563.0			4 00	22	42
17..13.2	31..93.2	1,480.0	2	30 & 5	00	50	45
49..05	55..23	618.0			3 00	18	33
69..34	78..81.5	947.5			5 30	52	07
84..27.5	98..63.5	1,436.0			5 00	71	48
101..69.1	110..60.5	891.4			6 00	53	29
123..03.9	136..03.9	1,300.0			3 00	39	00
156..74	170..30.2	1,356.2			4 00	54	15
182..27.8	198..50	1,622.2			3 00	48	40
214..37.5	226..99.2	1,261.7			5 00	63	05
241..60.3	252..30.3	1,070.			3 00	32	06
274..40.9	288..71.7	1,430.8			2 00	28	37
306..16.7	314. 30.7	814.0			1 00	8	08
343..34.3	356..84.3	1,350.0			2 00	27	00
362..98.1	369..08.1	610.0			3 00	18	18
376..12.7	383..42.1	729.4			3 00	21	53
404..54.9	412..84.3	829.4			5 00	41	28
415..57.8	439..44.3	2,386.5			5 00	119	18
		24,667.4				1,009	51

21 curves.

Mile 110—113.

451..15	468..88.6	1,773.6		6	00	106	25
482..07.9	495..94.6	1,386.7		1	00	13	52
502..64.9	508..51.5	586.6		3	00	17	36
514..94.1	521..37.4	643.3		5	00	32	10
525..21.4	529..13.4	392.0		4	00	15	40
564..73	573..61.3	888.3		4	00	35	32
575..81.3	598..43	2,261.7	4	& 1	20	44	06
		7,932.2				265	21

7 curves.

Mile 113—138.

934..41.8	950..66	1,624.2		2	R	30	29
1,094..33.5	1,105..53.5	1,120.0		0	30 L	5	30
1,194..60	1,210..66.5	1,606.5		2	L	32	09
1,280..85	1,293..73.4	1,288.4		1	L	12	53
1,315..52.8	1,332..01.1	1,648.3		1	L	16	29
1,349..00.3	1,364..05.3	1,505.0		2	R	30	06
1,418..06.0	1,436..50.1	1,844.1		2	R	36	53
1,610..89.0	1,626..91.2	1,602.2		3	R	48	04
1,647..56.3	1,671..56.3	2,400.0		2	30 L	60	00
1,695..86.6	1,708..43.2	1,256.6		2	L	25	08
445..20.0	456..02.6	1,032.6		2	30 R	27	04
353..50.3	379..37.8	2,587.5		2	L	51	45
		19,565.4				376	30

Mile 138—148.

Stations.		Length.	Curvature.				
B.C.	E.C.	Feet.	Degree.			Total.	
98..23.3	125..32.6	2,709.3	2	30	L	67	44
124..73.7	131..13.7	640.0	2	30	L	16	00
147..12	162..53.7	1,541.7	2		R	30	50
176..14	185..11.5	897.5	4		L	35	54
193..95	201..45	750.0	2		R	15	00
211..17.8	231..44.6	2,026.8	1	30	L	30	24
254..70	272..70	1,800.0	4		R	72	00
280..13	294..50	1,437.0	3		L	43	06
		11,802.3				310	58

Mile 148—158.

323..32.2	337..73.8	1,441.6	4		L	57	40
370..46	383..47.7	1,301.7	4		R	52	04
388..25	402..50	1,425.0	4		L	57	00
407..62	414..37	676.0	4		R	27	00
429..53	447..44.2	1,791.2	1	20	R	23	53
491..62.6	497..75.1	612.6	4		L	24	30
349..36.3	358..99.6	963.3	4		L	38	32
337..09	344..67.3	758.3	4		R	30	20
309..76.9	316..71.5	694.6	4		R	27	47
289..07.6	305..53.2	1,645.6	4		L	63	00
264..97	271..80.3	683.3	4		R	27	20

Mile 148—158. *Continued.*

Stations.		Length.	Curvature.				
B. C.	E. C.	Feet.	Degree.			Total.	
			deg.	min.		deg.	min.
271..80.3	282..88	1,107.7	2	07.3	R	23	10
253..30.8	259..43.3	612.5	4		L	24	30
229..35.6	244..23.1	1,487.5	4		R	54	30
192..25.9	295..60 9	1.335.0	2		L	26	42
154..38.9	160..93.3	654.4	3		R	19	38
138..35.3	146..52	816.7	3		L	24	30
108..87.9	119..40	1,052.1	4		R	42	05
96..14	105..64	950.0	4		L	38	00
81..50	83..04.3	154.3	3	12	L	5	04
61..70	81..50	1,980.0	4		L	79	12
48..59.4	57..88.6	929.2	4		R	37	10
		23,071.6				803	37

Mile 158—168.

38..22.3	45..14	691.7	4	00	L	27	40
18..80.5	30..63.0	1,182 5	4	00	R	47	18
3..46.5	31..33.1	2,786.6	1	00	L	27	52
87..44.7	97..48	1,003.3	3	00	R	30	06
101..50	124..70.8	2.320.8	2	00	L	46	25
128..91.8	135..70.5	678.7	4	00	R	27	09
168..40.9	206..04.8	3,673.9	0	40	L	25	04
206 04.8	218..29.8	1,225.0	4	00	L	49	09
224..28.6	246..32.7	2,204.1	4	00	R	88	10
251..88	269..38.0	1,750.0	5	00	L	70	00
279..63.0	284..91.7	528.7	4	00	R	21	09
316..65.0	33 ..73.0	1,508.0	2	30	L	37	42
346..77.4	354 .41.6	764.2	2	00	R	15	17
385..27.1	390..45.2	518.1	4	00	L	20	43
395..02.5	402..71.6	769 1	4	00	R	30	46
416..35.0	428..32.6	1,197 6	2	00	L	22	56
440 66	453..66	1,300.0	1	00	R	13	00
453..56	481..63.6	2.797.6	4	00	R	112	06
	Total.....	26,899.9				712	32

Mile 168—178.

528..14.7	556..44.7	2,830.0	1	00	L	28	18
323..48.5	382..76 8	5,928 3	1	00	R	59	17
288..11.8	300..56.2	1,244.4	3	00	L	37	20
264..00	286..00	2,200.0	1	00	L	22	00
190..13	193..83.5	370.5	3	00	R	11	07
177..73 6	185..84.2	810.6	2	30	L	20	16
164 39.3	171..92.6	753.3	3	00	R	22	36
98..60	141..76.7	4,316.7	1	00	R	43	10
73..06	83 .93 5	1,087.4	4	00	L	43	30
54..20.2	59..28.3	508 1	3	00	L	15	15
14..79.9	22..21.4	741 5	2	00	L	14	51
0..00	7..00	700.0	2	00	L	14	00
	Total	21,490.9				331	40

Mile 178—188.

Stations.		Length.	Curvature.				
B. C.	E. C.	Feet.	Degree.			Total.	
21..51.0	30..51.9	900.0	1	00	R	9	00
44..94.1	49..71.5	477.4	4	00	L	19	06
54..11.5	69..92.3	1,580.8	4	00	R	60	50
83..44	93..44	1,000.0	4	00	R	40	00
148..65.5	157..82.1	916.6	3	00	L	27	36
164..44	174..55.2	1,011 2	4	00	R	40	27
290..78.4	304..83.4	1,405.0	1	00	R	14	03
311..62.1	317..62.1	600.0	2	00	L	12	00
334..20.4	341..03.7	683.3	3	00	L	20	30
345..28.7	353..72	843.3	3	00	R	25	18
360..58.2	372..50.2	1,192.0	1	00	L	12	00
394..78.2	403..05.6	827.4	2	00	L	16	20
516..57.4	544..94	2,836.6	1	00	L	28	22
	Total	14,273.6				325	32

Mile 186—198.

567..82.9	577..99.5	1,016.6	1	00	L	10	10
582..23.6	588..26.9	603.3	1	00	R	6	02
611..76	625..87.3	1,411.3	1	00	L	13	05
728..65	734 25	560.0	0	30	L	2	48
770..49.5	780..32.5	983.0	0	30	L	4	55
790..32.5	800..30.8	998.3	2	00	R	19	52
821..46.7	834..41.8	1,295.1	2	00	R	25	54
971..11	979..70	859.0	2	00	R	17	11
987..15	1,016..48	2,933.0	2	00	L	58	40
1,037..61	1,040..49	298.0	3	00	R	8	40
1,072..54.5	1,079..22	667.5	4	00	R	26	42
	Total	11,615.1				193	59

Mile 198—205

1,116..12.5	1,139..07.1	2,294.6	2	00	L	45	53
1,158..46	1,164..74.6	628.6	3	00	R	18	52
1,204..32.3	1,211..56.5	734.2	0	30	R	3	40
1,301..62.9	1,317..84.5	1,621.6	2	00	R	32	26
1,385..33.9	1,405..23.1	1,989.2	2	00	L	39	47
1,428..83	1,451..04.6	2,221.6	2	00	L	44	26
1,456..55	1,478..90	2,235.0	2	00	R	44	42
	Total	11,724.8				229	46

STATEMENT SHOWING SIDINGS ON T. & N. O. RAILWAY, 1ST DISTRICT, FROM M. P. 0 TO 138.

Location.		Description.	Remarks.
M. P.	Station.		
0	North Bay Junction	Freight house spur	T. & N. O. Ry.
	"	Cole's spur	Private.
	"	Ashpit spur	T. & N. O. Ry.
	"	Turntable	"
	"	Roundhouse	"
	"	Machine shop	"
	"	Snow plow spur	"
	"	Coal dump spur	"
	"	Coal loading spur	"
	"	No. 1 through	"
	"	" 2 coal chute spur	"
	"	" 3 through siding	"
	"	" 4 "	"
	"	" 5 "	"
	"	" 6 "	"
	"	" 7 "	"
	"	" 8 "	"
	"	" 9 "	"
	"	"10 old shop spur	"
	"	"11 "	"
	"	"12 "	"
	"	Short transfer through	"
	"	Coach siding	"
	"	New siding	"
	"	Long transfer through	"
2½	Trout Mills	North Bay Lumber Co.'s spur	Private.
	"	Milne & Son main spur	"
	"	To pumping plant	"
	"	Short lumber spur	"
	"	No. 2 short spur to saw mill	"
	"	" 2 " "	"
	"	" 1 lumber yard through	"
	"	" 2 " "	"
3¼	Trout Lake	Montreal Reduction & Smelting Co.'s siding	"
8	Ballast Pit	No. 1 ballast spur	T. & N. O. Ry.
	"	" 2 "	"
	"	" 3 "	"
8¾	Woodland	Through siding	"
10½	"	St. Catharines Wood & Pulp Co.	Private.
11½	"	Long Lake Lumber Co.'s siding	"
13½	Widdifield	Through siding	T. & N. O. Ry.
15¾	North River	St. Catharines Wood & Pulp Co.'s spur	Private.
18	Mulock	Through siding	T. & N. O. Ry.
19⅛		DeLaplante Lumber Co.'s spur	Private.
20½		" " "	"
23½		No. 1 Temagami Lumber Co.'s spur	"
		" 2 " "	"
26		Ferguson & McFadden and Milne & Son joint spur	"
27½	Moose Lake	Through siding	T. & N. O. Ry.
	"	Spur	"
27¾		Ballast pit, No. 1 pit spur	"
		" " 2 "	"
28		Ferguson & McFadden log spur	"
30½		" " "	"
32½	Jocko	No. 1 log spur	Private.
32½	"	" 2 "	"
34	Riddle	Through siding	T. & N. O. Ry.
37½	Osbourne	"	"
	"	Mackie Bros. spur	Private.
	"	Temagami Lumber Co. log spur	"

STATEMENT SHOWING SIDINGS ON T. & N. O. RAILWAY, 1ST DISTRICT, FROM M. P. 0 TO 138.—*Continued.*

Location. M. P.	Station.	Description.	Remarks.
39¾	Diver	Through siding	T. & N. O. Ry.
	"	Cleveland Sarnia Saw Mill Co	Private.
	"	Wye and main line	"
41½	Otter	Through siding	T. & N. O. Ry.
47¼	Bushnell	"	"
55¾	Redwater	"	"
58⅛	"	Wye	"
58½	Ballast Pit	Through siding	"
	"	Spur	"
63½	Doherty	Through siding	"
72	Temagami	"	"
	"	Spur	"
74½	Grey	Temagami Mining and Milling Co	Private.
81½		Northland Mining Co. spur	"
		" " short spur	"
83	Rib Lake	Through siding	"
	"	Ballast pit spur	"
89½	Johnson	Through siding	"
92½		Gillies Bros. Camp spur	"
93¼		Booth & Sons Dock spur	"
93½		Empire Lumber Co.'s log spur	"
93¾		Salmon & Son saw mill spur	"
		Wye	T. & N. O. Ry.
94		Empire Lumber Co.'s log spur	Private.
		" " No. 1 lumber spur	"
		" " " 2 "	"
		" " " 3 "	"
		" " lath spur	"
		" " No. 1 dry kiln	"
		" " " 2 "	"
94⅛	Latchford	Through siding	T. & N. O. Ry.
	"	" town siding	"
	"	" weigh scale siding	"
98½	Gillies Depot	Gillies Bros. depot spur	Private.
99½	Cassidy	Through siding	T. & N. O. Ry.
	" Ballast Pit	Pit spur	"
99¾		Empire Lumber Co.'s log spur	Private.
101¼		Dynamite delivery siding	T. & N. O. Ry.
102		Through siding	"
102⅛	Kerr Lake Junction	Kerr Lake main line spur	"
102¼		Silver Queen spur	Private.
102½		Muggley Concentrator spur	"
		Cleveland Cobalt Manufacturing Co. spur	"
102⅝	Cobalt	Car storage spur	T. & N. O. Ry.
102¾	"	Through siding	"
	"	Freight house through siding	"
	"	Town siding spur	"
103¼		O'Brien's spur	Private.
103½		Timmins' spur	"
105½	Argentite	Through siding	T. & N. O. Ry.
105¾	North Cobalt	Town siding spur	"
106	" "	Through siding	"
107½	Haileybury	" passing siding	"
	"	" freight house siding	"
	"	" warehouse siding	"
111½		McLellan's spur	Private.
112½		New Liskeard Brick and Tile Co	"
113	New Liskeard	No. 1 through siding	T. & N. O. Ry.
	"	" 2 "	"

Statement Showing Sidings on T. & N. O. Railway, 1st District, from M. P. 0 to 138.—*Continued.*

Location. M. P.	Station.	Description.	Remarks.
113	New Liskeard	No. 3 through siding	T. & N. O. Ry.
	"	" 4 "	"
	"	Freight house spur	"
	"	Town siding	"
	"	No. 1 engine shed spur	"
	"	" 2 " "	"
	"	" 3 " "	"
113¼	"	Wye	"
	"	Coal unloading spur	"
		A. R. Macdonell, contractor, 6 temporary spurs, used by him only ; constructed by him with T. & N. O. materials	"
115½	Land slide	Main line diversion through	"
118¾	Uno Park	Through siding	"
120		Riordon Pulp Co. loading spur	Private.
122		Drew & Taplin Pulp Co. spur	"
123¾		Love's Saw Mill spur	"
125		Through siding	T. & N. O. Ry.
126		Proposed siding, Drew & Taplin Pulp Co.'s loading spur	Private.
127½		Michigan Sulphite Fibre Co. spur	"
128¾	Earlton	Through siding	T. & N. O. Ry.
	"	Ballast pit spur	"
	"	McBurney's Saw Mill spur	Private.
130		Riordon Pulp Co.'s loading spur	"
135	Heaslip	Through siding	T. & N. O. Ry.
137¾		Wye	"
137¾		Construction material spur	"

Statement Showing Buildings Owned by T. & N. O. Railway.

Building.	Dimension.	Location.
North Bay:		
Office building (under construction)	80 x 40 feet	Regina street.
Freight shed	30 x 170 ft. St'd No. 1	" "
Frame office	24½ x 18½ feet	Cor. Regina and Railway.
" shed	84½ x 18½ "	Railw'y st., back of office bldg.
" dwelling	16⅝ x 20½ "	Railway street, block A.
" "	25½ x 20 "	" "
" " (G)	45 x 20 "	William street, lot 4.
" " (D)	33 x 16½ "	" " 309.
" " (C)	30 x 30 "	Cr. William & John sts., lot 309
" "	17 x 31 "	Cr. R'lway & John sts., lot 310.
" "	30 x 30 "	John street, lot 310.
Rough cast house	20 x 15 "	Cr. John & William sts., lot 312
Frame Shed	16 x 23 "	John street, lot 312.
" dwelling, (A)	31 x 15 "	William street, lot 313.
" " and shed (B)	60 x 20 "	" " 314.
" " "	60 x 25 "	Lot 34.
" " " (E)	50 x 18 "	Park street, lot 42.
" " " (F)	50 x 22 "	Cor. Gore & Park sts., lot 43.
Stable (frame)	25 x 15 "	Lot 42.

Note:—Letters refer to buildings as indicated on plan 703.

Temagami Station.

STATEMENT SHOWING BUILDINGS OWNED BY T. & N. O. RAILWAY.—*Continued.*

Building.	Dimension.	Description.
North Bay Jct.:		
Depot, storehouse and office	30 x 60 feet	Two-story, frame.
Stores building (under construction)	30 x 106 "	" concrete.
Coal bin and Roadmaster's store	160 x 20 "	Frame.
Tool house (section) store	12 x 11 "	Standard house.
"	One special	Motor house.
Lime shed	10 x 30 feet	Frame.
Closets	6 x 15 "	"
Machine shop	150 x 53 "	"
Carpenter shop	75 x 45 "	"
Coal dock	100 x 20 "	"
Two water tanks	40,000 gallons	"
Machine shop	50 x 147 feet	Concrete.
Blacksmith shop	30 x 60 "	"
Roundhouse and turntable	15 stalls, 75 foot table.	"
Coal chute	204 x 20 feet	Frame.
Coal trestle	631 x 20 "	"
Trout Mills:		
Station	30 x 10 "	Standard semi-enclosed shelter No. 9.
Woodland:		
Freight shed	20 x 30 "	Frame, standard No. 2.
Widdifield:		
Station	57 x 21½ "	" " " 5.
Freight shed	12 x 15 "	"
Water tank	40,000 gallons	Standard, enclosed.
Section house	30½ x 40½ feet	" No. 2.
Tool house	12 x 11 "	"
Coal shed	11 x 22 "	Frame.
Closets	6 x 15 "	"
Mulock:		
Section house	30½ x 14½ "	Standard, No. 2.
Tool house	12 x 11 "	Frame.
Moose Lake:		
Station	30 x 10 "	Standard, semi-enclosed, shelter No. 9.
Water tank and coal shed	40,000 gallons	Standard, enclosed.
Tool house	12 x 11 feet	"
Section house	30½ x 14½ "	" No. 2.
Riddle:		
Section house	30½ x 14½ "	" " 2.
Tool house	12 x 11 "	"
Diver:		
Station	20 x 60 "	Frame.
Otter:		
Section house	30½ x 14½ "	Standard, No. 2.
Tool house	12 x 11 "	"
Bushnell:		
Section house	30½ x 14¼ "	" " 2.
Tool house	12 x 11 "	"
Redwater:		
Station	20 x 60 "	Frame.
Section houses (2)	30 x 14½ "	Standard, No. 2.
Tool houses (2)	12 x 11 "	"
Water tank and coal shed	40,000 gallons	" enclosed.
Doherty:		
Section house	30½ x 14½ "	" No. 2.
Tool house	12 x 11 "	"
Temagami:		
Passenger station	65 x 29 "	Stone.
Freight shed	30 x 40 "	Frame.
Restaurant	70 x 20 "	Std., No. 3., Station (modified)
Agent's house	70 x 26½ "	Frame, standard, No. 1.
Section house	30½ x 14½ "	Standard, No. 2.
Water tank	40,000 gallons	" enclosed.

STATEMENT SHOWING BUILDINGS OWNED BY T. & N. O. RAILWAY.—*Continued.*

Building.	Dimension.	Description.
Tool house	12 x 11 feet	Standard
Ice house	24 x 24 "	"
Coal shed	24 x 12 "	"
Lavatory	6 x 15 "	"
Grey:		
Freight shed (under construction)	20 x 30 "	"
Rib Lake:		
Section house	30½ x 14½ "	" No. 2.
Tool house	12 x 11 "	"
Johnson:		
Section house	30½ x 14½ "	" No. 2.
Tool house	12 x 11 "	"
Latchford:		
Station	57 x 21½ "	" No. 5.
Freight shed	60 x 30 "	" " 2.
Agent's house	28 x 26½ "	Frame, standand, No. 1.
Section house	30½ x 14½ "	Standard, No. 2
Water tank	40,000 gallons	" enclosed.
Tool house	12 x 11 feet	"
Coal shed	22 x 11 "	Frame.
Lavatories	6 x 15 "	"
Ice house	10 x 15 "	"
Track scale with shelter	100 ton	Standard.
Gillies:		
Combined station and freight shed	60 x 30 feet	Frame.
Cobalt:		
Station	80 x 21½ "	Standard, No. 5, (modified)
Freight shed	60 x 30 "	" No. 2.
Agent's house	28 x 26½ "	Frame, standard, No. 1.
Tool house	12 x 11 "	Standard.
Section house	30½ x 14½ "	" No. 2.
Lavatory	6 x 15 "	Frame.
Telegraph office	36 x 22 "	"
North Cobalt:		
Station	61 x 23½ "	Standard, No. 5-A.
Haileybury:		
Station	48 x 23 "	" No. 3, (modified).
Freight shed	60 x 30 "	" No. 2.
Agent's house	28 x 26½ "	Frame, standard, No. 1.
Section house (under construction)	20 x 27 "	Standard, No. 3.
Lavatory	6 x 15 "	Frame.
Tool house	14 x 16 "	"
New Liskeard:		
Station	90 x 36 feet	Standard, No. 6.
Freight shed	60 x 30 "	" " 2.
Water tank	40,000 gallons	" enclosed.
Lavatory	6 x 15 feet	Frame.
Tool house	12 x 11 "	Standard.
Engine shed	30 x 132 "	Frame.
Cattle pen	50 x 60 "	"
Uno Park:		
Station	61 x 26 "	Standard, No. 5 A.
Closet		Frame.
Tool house	14 x 16 feet	"
Thornloe:		
Freight shed	20 x 30 "	Standard No. 2.
Tool houses (2)....one 12 x 11 ft. and	14 x 16 "	Frame.
Water tank and coal shed	40,000 gallons	Standard enclosed.
Section house	26 x 28½ feet	" No. 1.
Earlton:		
Station	61 x 26 "	" No. 5 A.
Closet	6 x 15 "	Frame.
Freight shed (under construction)	20 x 30 "	Standard No. 2.

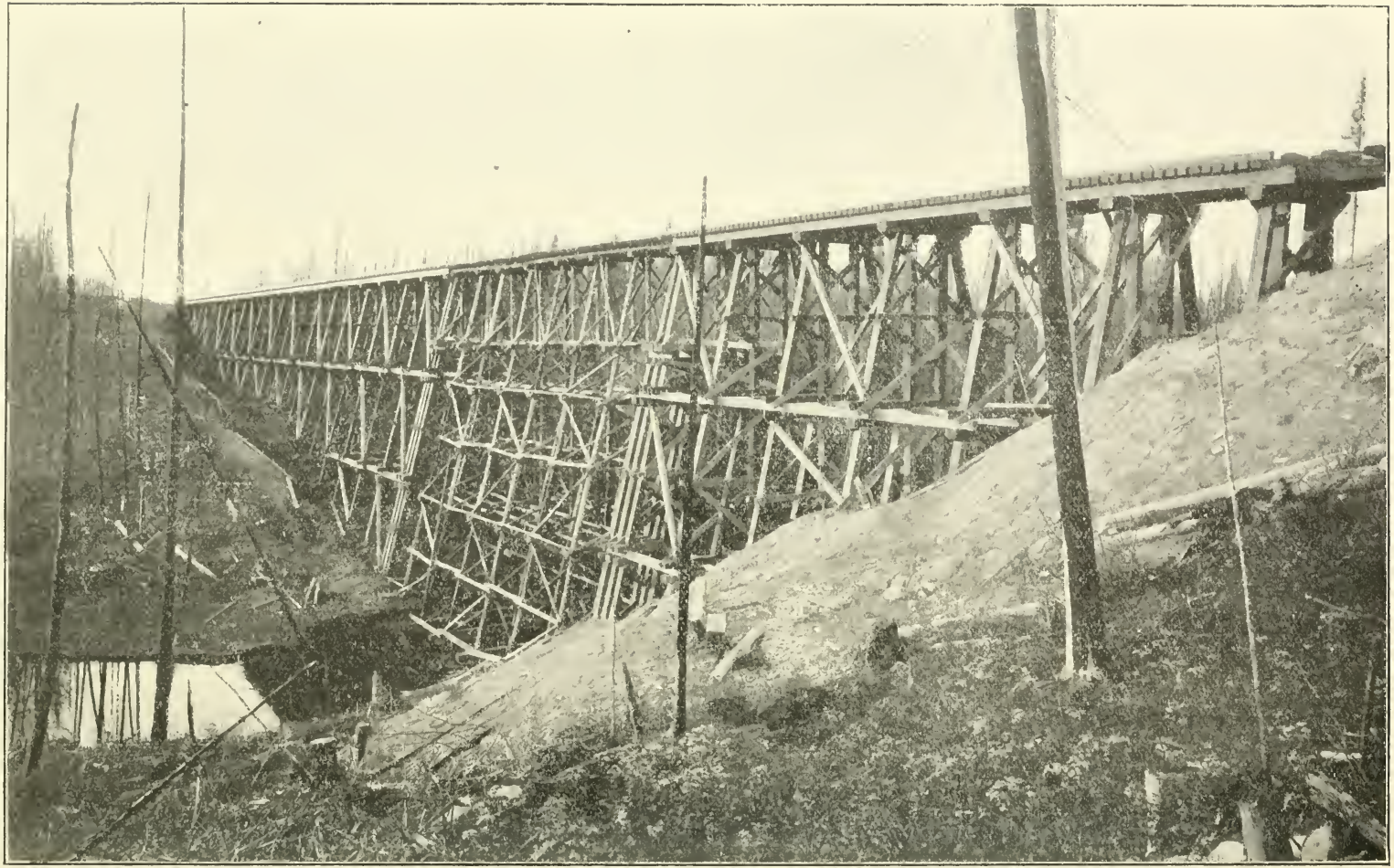
STATEMENT SHOWING BUILDINGS OWNED BY T. & N. O. RAILWAY.—*Continued*.

Building.	Dimension.	Description.
Heaslip:		
Freight shed	20 x 30 feet	Standard, No. 2.
Section House	28 x 26½ "	" No. 1.
Tool houses (2)....one 12 x 11 feet and	14 x 16 "	"
Englehart:		
Station and restaurant	125 x 35 "	Frame.
Freight shed	30 x 60 "	Standard.
Water tank and coal shed	40,000 gallons	" enclosed.
Roundhouse and turntable, (75 feet) (under construction)	8 stalls	Concrete.
Machine shop (under construction)	63 x 50 feet	"
Coal chute	204 x 20 "	Frame.
Coal trestle	631 x 20 "	"
Three tenement house	75 x 30 "	"
Section house	20 x 27 "	Standard No. 3.
Tool houses (2)	14 x 16 "	Frame.
Cattle pen	30 x 40 "	"
Pump house		"
Krugerdorf:		
Section house	20 x 27 feet	Standard No. 3.
Dane:		
Section house	27 x 27 "	" "
Swastika:		
Water tank	40,000 gallons	" enclosed.
Kenogami:		
Section house	20 x 27 feet	" No. 3.
Sesikinika:		
Section house	20 x 27 "	" "
Bourke's:		
Section house	20 x 27 "	" "
Water tank	40,000 gallons	" enclosed.
Scotty's (mile 188-¼):		
Section house	20 x 27 feet	" No. 3.
Ramore:		
Section house	20 x 27 "	" "
Matheson:		
Section house	20 x 27 "	" "
Tool house	14 x 16 "	Frame.
Engine shed (under construction)	33½ x 60 "	"
Water tank	40,000 gallons	Standard enclosed.
Pumphouse		Frame.

NOTE:—All T. & N. O. Standard Houses are frame buildings.

STATEMENT SHOWING SIDINGS ON T. & N. O. RAILWAY, 2ND DISTRICT, FROM M. P. 138 TO 208.

Location. M. P.	Station.	Description.	Remarks.
138¾	Englehart	Through siding	T. & N. O. Ry.
	"	" town siding	"
	"	No. 1 Through freight siding	"
	"	No. 2 " "	"
	"	No. 3 " "	"
	"	No. 4 " "	"
	"	No. 5 " "	"
	"	Wye	"
	"	Snow plow spur	"
	"	Turntable and coal chutes	
		Through siding	"
	"	5 Engine house stall spurs	"
139¼	"	No. 1 Through freight siding	"
	"	No. 2 " "	"
	"	No. 3 " "	"
	"	No. 4 " "	"
	"	No. 5 " "	"
	"	Coal chutes spur	"
141		Through siding	"
146	Ballast Pit	No. 1 Spur	"
	"	No. 2 Spur	"
146½	2nd Crossing	Through siding	"
159¾	Dane	"	"
159¾	Ballast Pit	No. 1 Spur	"
	"	No. 2 Spur	"
164½	Water tank		"
168	Section house	Through siding	"
169½	Craig's Pit	"	"
	Ballast Pit	No. 1 Spur	"
	"	No. 2 Spur	"
	"	Wye not serviceable on account of curvature	"
175¾	Section house	Through siding	"
182½	Bourkes	"	"
	"	Water tank	"
	Ballast Pit	No. 1 Spur	"
	"	No. 2 Spur	"
194¾	Section house	Through siding	"
203¾	Grants	"	"
	"	Ballast pit, No. 1 spur	"
	"	" No. 2 spur	"
204¾	McDougalls Village	Delivery spur	"
205	" Chutes	No. 1 Through siding	"
	" "	No. 2 "	"
	"	Wye	"
	"	Reynold's spur	Private.
	"	Water tank	T. & N. O. Ry.
208	Wataybeag	Through siding	"



Wild Goose Trestle.

Statement Showing Bridges on T. & N. O. Railway.

Miles.	Location.	Description.
½	Chippewa Creek Bridge	50 ft. D.P. Girder.
8		35 " " " Concrete Abutments.
11½		35 " Through Plate Girder Bridge.
21½		100 " Permanent Trestle.
25½		182 " " "
31		28 " D.P. Girder Bridge.
34		280 " Permanent Pile Trestle.
42⅜		84 " " " "
50½		150 " " " "
53½		112 " " " "
55½		220 " " " "
56		112 " " " "
57½		340 " " " "
58¾		60 " " " "
59½		30 " D.P. Girder Bridge, concrete abutments.
59½		60 " Permanent Pile Trestle.
62½		200 " " " "
64½		60 " " " "
65½		35 " D.P. Girder Bridge, concrete abutments.
68¾		370 " Permanent Pile Trestle, Wagish Lake.
70	Wagish Lake	170 " " Trestle.
70½	Pingus Lake	355 " " Pile Trestle.
71½	Temagami Lake	900 " " " "
75½	Net Lake	950 " " " "
94	Montreal River	3 Span Bridge, total length 387 ft. 6 in.
115½	South Wabis	Steel Trestle 270 ft. 6 in. long (under construction).
119¼	North Wabis	400 ft. Permanent Trestle.
138	Blanche River	South Crossing, Steel Trestle, 650 ft. 8¼ ins. long.
153¾	Boston Creek	400 ft. Timber Trestle.
163½		600 " Permanent Trestle.
164½	Blanche River	East Branch, 30 ft. Deck Plate Girder.
164⅝	" "	60 ft. Deck Plate Girder.
168½	" "	120 " Pile Trestle.
179	White Clay River	700 " Permanent Trestle, 1st crossing.
181½	" " "	200 " " " 2nd "
196⅞	Wild Goose Crossing	500 " Timber Trestle and Howe Truss.
208	Wataybeag River	425 " Steel Trestle

Statement of Rock Cuts on First Division.

Covering mileage 1 to 139 M. P.—21 Sections (1-21 inclusive). Sections 1 to 16 contain Rock Cuts as below, and part of Section 16, and all of Sections 17 to 21 inclusive are clay land. Total length of Rock Cuts, 104,099½ feet.

Section No. 1.—1st Division.

Location commencing.	Length of cut.	Average height.	Minimum distance from nearest rail.
M. P. and Poles.	Feet.	Feet.	Feet.
1 3	160	12	6 feet, 3 inches.
7	160	8	6 " 9 "
	800	14	6 " 2 "
2 25	320	15	7 "
4 77	160	13	7 "
5	640	22	6 " 8 "

STATEMENT OF ROCK CUTS ON FIRST DIVISION.—*Continued.*

SECTION No. 1.—*Concluded.*

Location commencing.	Length of cut.	Average height.	Minimum distance from nearest rail.
M. P. and Poles.	Feet.	Feet.	——
5 ..... 1	480	22	7 feet
30	160	17	7 "
6 ..... 1	320	30	7 " 7 inches
13	1,920	24	6 "
2	480	26	5 " 11 "
7 ..... 9	480	24	6 " 6 "
4	640	20	6 " 1 "
10	320	6	6 " 9 "

SECTION No. 2.

7 ..... 14	320	10	6 feet, 5 inches.
10 ..... 3	120	6	7 " 6 "
11	80	3	6 " 4 "
11 ..... 11	280	9	6 " 1 "
15	40	2	7 " 6 "
12 ..... 2	320	10	6 " 6 "
13½	160	2	4 " 9 "
18	160	6	4 " 9 "
13 ..... 1	160	6	6 " 9 "

SECTION No. 3.

15 ..... 21	108	10	8 feet, 6 inches.
26	50	10	9 " 6 "
16 ..... 7	308	22	7 " 8 "
17 ..... 20	148	6	7 " 4 "
25	252	6	5 " 3 "
18 ..... 7	83	8	5 " 9 "
20	175	7	7 "
24	60	10	6 " 8 "
19 ..... 5	318	10	5 " 8 "
24	223	5	6 "
29	333	6	5 " 9 "
20 ..... 7	312	6	6 " 3 "
19	408	12	6 " 3 "
29	300	12	5 " 8 "

SECTION No. 4.

21	50	5	9 feet.
1	80	8	6 "
8	525	10	6 "
18	300	13	6 "
27	270	8	6 " 6 inches.
31	60	5	8 "
22 ..... 2	300	2½	7 "

Permanent Trestle. Mile post 163.

STATEMENT OF ROCK CUTS ON FIRST DIVISION.—*Continued.*

SECTION NO. 4.—*Concluded.*

Location Commencing.		Length of cut.	Average height.	Minimum distance from nearest rail.
M. P. and Poles.		Feet.	Feet.	——
	6	450	8	6 feet.
	11	300	8	6 "
	13	320	9	7 "
	22	470	12	6 "
	31	100	5	7 "
	33	200	7	7 "
23		300	5	6 "
	6	450	10	6 "
	13	300	8	6 "
	22	100	3	6 "
24	9	2,200	11	6 "
	22	75	9	6 "
	25	275	8	7 "
25	25	330	13	6 "
26	7	450	8	7 "
	11	60	7	7 "
	17	100	2	7 "
	27	200	5	7 "

SECTION NO. 5.

28	2	560	10	7 feet.
	15	400	8	6 "
29	1	400	5	6 "
	13	320	7	6 "
	18	240	5	7 "
	24	320	8	5 " 8 inches.
30	2	800	5	6 " 8 "
	15	640	8	7 "
	26	320	7	7 "
	28	320	8	7 "
31	1	160	5	5 " 5 inches.
	5	240	6	5 " 6 "
	24	320	10	6 " 5 "
32	12	480	7	6 "
	22	480	9	6 "
	29	240	7	6 "
33	4	320	7	6 "
	13	480	7	6 "
	23	800	4	6 "
34	27	400	10	6 "

SECTION NO. 6.

35				
36				
37				
38				
39	6	320	6	7 feet.
	7	640	12	7 "
	28	160	9	6 "
40	2	320	6	7 "

STATEMENT OF ROCK CUTS ON FIRST DIVISION.—*Continued.*

SECTION No. 4.—*Concluded.*

Location commencing.		Length of cut.	Average height.	Minimum distance from nearest rail.
M. P. and Poles.		Feet.	Feet.	
	11	480	9	5 feet.
	12	240	12	6 "
41	9	800	8	4 " 6 inches.
	16	480	12	6 " 6 "
	25	640	6	5 " 10 "
42	31	500	15	6 "

SECTION No. 7.

42	5	320	13	5 feet.
43	9	800	16	6 "
	20	160	10	7 "
	23	320	9	7 "
	32	160	4	7 "
44	2	640	25	6 "
	6	160	10	7 "
45	30	480	10	6 "
46	1	320	6	7 "
	8	160	8	7 "
	44	320	6	7 "
	18	160	8	7 "
	21	320	10	6 "
	26	320	20	6 "
47	3	160	8	6 feet.
	7	320	8	7 "
	9	160	6	5 "
	11	160	6	7 "
	13	160	10	7 "
	15	160	5	6 "
	17	800	15	5 "
	24	480	15	4 "
	30	320	25	5 "
48	1	160	10	6 "
	11	320	10	6 "
	24	320	15	5 "

SECTION No. 8.

49	12	160	8	7 feet, 5 inches.
	22	400	12	6 "
	30	240	3	8 "
50		400	10	6 "
	7	320	10	7 "
	23	480	8	5 " 6 "
	33	180	4	8 "
51	1	120	8	6 " 8 "
	2	80	4	8 "
	4	640	8	5 " 8 "
	9	120	3	7 "
	16	120	5	6 " 6 "
	19	40	2	5 "

STATEMENT OF ROCK CUTS ON FIRST DIVISION.—*Continued.*

SECTION NO. 8.—*Concluded.*

Location commencing.		Length of cut.	Average height.	Minimum distance from nearest rail.
M. P. and Poles.		Feet.	Feet.	——
52	10	320	10	5 feet, 7 inches.
	12	80	4	5 " 8 "
	13	600	5	5 " 6 "
	18	240	8	5 " 9 "
	29	160	6	6 "
53	4	120	4	7 "
	6	80	3	7 "
	18	280	15	6 " 2 "
	21	640	14	6 " 8 "
	28	40	3	8 "
54	3	80	3	6 " 2 "
	11	160	9	5 " 2 "
	15	320	5	7 " 5 "
	20	320	11	6 " 9 "
	27	440	10	6 "
55	4	160	6	6 "
	7	120	8	4 " 6 "
	9	320	10	5 " 2 "
	18	80	4	7 "
	29	320	6	5 " 9 "

SECTION NO. 9.

56	3	480	14	5 feet, 9 inches.
	12	160	11	5 " 8 "
	14	320	8	6 " 7 "
	19	320	4	5 " 8 "
	24	320	6	5 " 2 "
	29	160	7	6 " 4 "
57	3	43	4	6 " 3 "
	7	320	11	7 "
	22	320	7	7 "
	25	320	5	6 " 6 "
58	11	160	12	6 " 3 "
	19	73	6	6 " 5 "
	24	60	5	4 " 5 "
	30	70	6	5 " 5 "
59	7	320	14	7 "
	20	320	12	7 "
	24	80	10	7 "
	28	60	6	7 "
60	1	160	7	7 "
	6	160	6	7 "
	8	160	9	7 "
	12	160	13	6 "
	17	160	6	6 "
61	1	320	14	6 " 6 "
	5	320	20	5 " 7 "
	16	70	4	6 "
	26	640	22	7 "
62	1	160	16	5 " 9 "
	7	160	14	5 " 8 "
	14	160	8	6 " 6 "
	22	480	20	5 " 8 "

STATEMENT OF ROCK CUTS ON FIRST DIVISION.—*Continued.*

SECTION No. 10.

Location Commencing. M. P. and Poles.	Length of Cut. Feet.	Average Height. Feet.	Minimum distance from nearest rail.
63	320	9	6 feet.
64	320	5	7 "
15	320	4	7 "
65	480	8	7 "
66	800	12	8 "
3	320	8	7 "
67 18	320	8	7 "
20	800	10	7 "
68	320	6	7 "
6	1,440	6	7 "
18	800	10	7 "
22	480	8	6 "
69	320	8	8 "
3	800	9	7 "
20	1,600	12	7 "

SECTION No. 11.

70 3	480	24	6 feet, 7 inches.
12	1,440	12	7 " 6 "
25	640	22	6 " 8 "
71	320	6	7 " 2 "
4	160	7	7 " 3 "
8	320	13	7 " 9 "
18	800	18	6 " 8 "
72 8	160	7	7 " 5 "
11	480	23	6 " 10 "
19	480	26	6 " 2 "
25	480	23	7 " 10 "
30	160	9	6 " 11 "
73	320	11	6 " 6 "
3	160	7	6 " 5 "
8	160	8	6 " 7 "
13	480	18	3 " 3 "
17	160	10	7 " 0 "
31	480	22	6 " 10 "
74 6	640	12	6 " 7 "
20	800	12	7 " 4 "
31	480	14	6 " 6 "
75	320	12	7 " 4 "
4	160	13	8 " 7 "
8	480	8	7 " 6 "
76	160	9	7 " 9 "

SECTION No. 12.

78 1	250	12	8 feet.
14	240	14	7 " 2 inches.
80 8	20	8	7 " 4 "
7	50	9	6 " 3 "
3	150	11	6 " 8 "

STATEMENT OF ROCK CUTS ON FIRST DIVISION.—*Continued.*

SECTION No. 12.—*Concluded.*

Location commencing.		Length of cut.	Average Height.	Minimum distance from nearest rail.
M.P. and Poles.		Feet.	Feet.	——
	11	180	10	6 feet 6 inches.
81	13	10	6	7 " 6 "
	4	250	18	7 " 6 "
	4	460	16	6 " 8 "
	9	200	18	6 " 4 "
	14	650	20	6 " 6 "
82	8	155	12	6 " 6 "
	3	100	14	8 "
	9	250	12	6 " 3 "
	13	55	10	7 " 6 "
83	14	200	12	6 " 6 "
	12	200	10	7 " 6 "
84	13	300	8	7 " 2 "
	7	200	16	6 " 7 "
	2	150	10	6 " 8 "

SECTION No. 13.

84	20	640	11	8 feet.
	30	320	6	10 "
	34	480	7	11 "
85	3	320	5	7 "
	17	480	7	9 "
	34	1,120	17	7 "
86	14	800	14	7 "
	22	800	16	8 "
87		960	7	7 "
	6	960	12	7 "
	14	320	10	3 "
	19	480	9	8 "
	33	480	19	6 " 6 inches.
88	6	960	10	6 " 6 "
	20	480	35	7 "
	27	480	34	6 " 6 "
89	10	480	9	8 "
	16	480	28	8 "
	23	320	36	8 "
90	4	480	6	7 "
	34	320	34	8 "

SECTION No. 14.

91	1	80	8	10 feet.
	11	800	13	7 "
92	22	160	6	8 "
	25	160	5	8 "
	27	320	40	7 "
93	15	320	10	7 "
	18	160	10	7 "
94	1	160	5	7 "
95	13	320	5	8 "

STATEMENT OF ROCK CUTS ON FIRST DIVISION.—*Continued.*

SECTION No. 14.—*Concluded.*

Location commencing.		Length of cut.	Average height.	Minimum distance from nearest rail.
M. P. and Poles.		Feet.	Feet.	——
	18	640	10	6 feet, 6 inches.
96	8	160	6	8 "
	12	160	6	7 "
	19	320	8	7 "
	24	320	13	8 "
	27	320	16	7 "
	31	160	9	7 "
		SECTION No. 15.		
98	13	240	10	6 feet.
99		160	12	7 "
	8	45	10	8 "
100	4	480	10	6 " 6 inches.
	60	400	8	6 " 6 "
	17	320	12	7 "
	24	480	9	6 " 6 "
101		640	7	7 "
	7	320	9	7 "
	12	160	14	6 " 6 "
	19	480	11	6 " 6 "
	22	320	9	7 " 6 "
	27	160	10	6 "
102	12	1,600	15	6 "
103	14	320	10	6 " 6 "
	17	160	15	6 " 6 "
	25	160	12	7 " 6 "
		SECTION No. 16.		
104	16	160	5	8 feet.
	31	80	6	8 "
105	3	80	7	6 "
	5	192	9	6 "
	6	213½	10	6 "
109	10	280	9½	7 "

Balance of section No. 16 together with sections 17, 18, 19, 20 and 21 all clay land.

Statement of Rock Cuts on Second Division.

Covering mileage 139 to 206 M. P. Nine Sections, 22 to 30 inclusive. Parts of Sections 22 and 27, and all of Sections 28, 29, 30 are clay lands. Total length of rock cuts, 36,185 feet.

Section No. 22.—2nd Division.

Location commencing.	Length of cut.	Average height.	Minimum distance from nearest rail.
M. P. and Poles.	Feet.	Feet.	———
146 ..... 26	315	17	5 feet, 8 inches.
148 ..... 17	160	5	7 " 10 "

Section No. 23.

150 ..... 7	640	28	5 feet, 6 inches.
18	800	33	6 " 10 "
30	480	16	6 " 4 "
151 ..... 14	480	37	6 " "
19	160	25	7 " 2 "
152 ..... 1	640	29	7 " "
14	640	26	6 " "
153 ..... 1	640	61	6 " 3 "
12	960	30	6 " 5 "
22	480	36	5 " 9 "
27	320	20	7 " 8 "
154 ..... 4	640	16	6 " 5 "
12	160	8	8 " "
17	960	22	6 " 10 "
30	640	28	5 " 4 "

Section No. 24.

156 ..... 9	320	8	5 feet, 9 inches.
15	400	8	6 " 2 "
18	320	9	6 " 3 "
157	240	10	7 " 3 "
2	480	7	7 "
11	80	8	6 " 10 "
12	160	4	7 " 8 "
15	80	3	7 " 3 "
17	160	10	7 " 2 "
16	320	16	5 " 6 "
26	400	14	6 " 2 "
158 ..... 3	80	7	7 " 6 "
5	80	2	7 " 7 "
6	480	12	6 " 5 "
9	240	5	7 " 2 "
160 ..... 4	640	18	5 " 4 "
12	80	7	5 " 8 "
15	560	12	6 " 4 "
22	80	8	6 " 8 "
25	720	11	6 "
161 ..... 2	560	8	5 " 11 "
7	240	3	7 " 4 "
14	80	3	7 " 3 "
18	640	14	5 " 10 "
29	400	13	7 " 8 "
162 ..... 14	560	28	5 " 4 "
25	160	20	6 " 4 "
27	240	12	6 "

STATEMENT OF ROCK CUTTING ON SECOND DIVISION.—*Concluded.*

SECTION No. 25.

Location commencing.	Length of cut.	Average height.	Minimum distance from nearest rail.
M. P. and Poles.	Feet.	Feet.	——
163 ..... 2	640	60	7 feet, 5 inches.
12	320	30	6 " 7 "
15	640	45	7 " 3 "
21	640	22	5 " 9 "
30	480	30	6 " "
164	800	20	6 " "
7	480	60	8 " 10 "
14	240	35	6 " 9 "
25	960	55	5 " "
165	160	15	5 " 4 "
4	480	33	5 " 9 "
8	480	14	6 " 2 "
14	480	30	5 " "
17	160	6	6 " "
24	640	25	4 " 10
166 ..... 1	480	12	5 " 3 "
4	640	20	5 " 3 "
9	320	20	5 " 11 "
14	320	5	6 "
17	1,120	22	7 "
26	640	25	5 " 8 "
167 ..... 4	640	18	5 " 3 "
11	1,440	45	4 " 10 "
26	800	27	4 " 6 "
168 ..... 15	160	10	7 " 9 "
25	480	30	4 " 9 "
31	40	6	6 " 3 "
169 ..... 12	480	5	5 " 4 "
21	40	7	6 " 8 "

SECTION No. 26.

170 ..... 5	80	4	8 feet.
171 ..... 5	120	4	6 " 6 inches.
30	160	10	5 " 7 "
172 ..... 1	160	6	4 " 5 "
30	160	8	8 "
173 ..... 26	240	12	6 " 7 "
174 ..... 2	400	7	6 " 6 "
5	160	5	8 "
10	120	7	9 "
175	...	..	
176 ..... 1½.....	160	2	5 " 6 "
5½.....	320	8	6 " 2 "
8	160	6	7 "

SECTION No. 27.

177 ..... 11	160	5	7 feet.
30	480	6	6 " 6 inches.
178 ..... 1	160	8	5 " 3 "

Balance of Section No. 27 together with 28, 29 and 30 all clay land.

T. and N. O. Standard Train.

The Mechanical Department have been very much engaged during the year. Mr. Arthur Allan, who is in charge of Motive Power and Car Departments, reports as follows:—

MOTIVE POWER AND CAR DEPARTMENT ANNUAL REPORT, 1907.

New Locomotives.

During the year 1907, following new locomotives have been added to motive power equipment of this railway:

Six new engines, No. 115, 116, 117, 118, 119 and 120, built by the Locomotive and Machine Company, Limited, of Montreal. These have been received during the month of December, and are of the ten wheeled type, with cylinders 19 inches in diameter, 24-inch stroke. The diameter of the drivers on these engines is 57 inches, and they carry steam pressure of 190 pounds. These engines are of a thoroughly modern type, and are equipped with electric head-lights, and are especially designed for freight traffic.

The two six wheeled switch engines, No. 150 and 151, which were received from the Canadian Locomotive Works, Kingston, Ont., during the close of 1906, have been placed in switching service at Cobalt and North Bay, and have been found to be a decided advantage, and have been constantly in use. The Commission has placed contract with the Canadian Locomotive Works, Kingston, Ont., for further order of six locomotives of the ten wheeled type, which will probably be delivered to this railroad during March, 1908. This has been found necessary on account of increasing traffic and further extension of the line north, and on account of increasing number of trains run.

It has been considered advisable to recommend the purchase of four standard engines (8 wheeled type) which would be used in light passenger service.

Locomotive Mileage.

During the year 1907, the following engines belonging to this railroad have run the mileage as shown below:

Engine No.	Miles 1907.	Engine No.	Miles 1907.
101	44,205	111	53,932
102	47,090	112	42,858
103	33,420	113	54,694
104	34,133	114	36,924
105	44,383	115	776 (New engine)
106	34,626	116	270 " "
107	43,430	150	44,276
108	45,732	151	64,431
109	32,313		
110	27,221	Total.....	684,714

Engine Despatch.

The following is a statement showing the number of engines despatched from the different terminal points during the year.

Terminal Station.	Number of engines despatched.
North Bay	2,396
New Liskeard	2,217
Englehart	617
Total	5,230

Repairs and Renewals to Locomotives.

During the year the locomotive equipment has been maintained in good working order, and repairs and renewals necessary from time to time have been executed.

Engine 101 which is in work-train service, had a light repair, and was turned out of shop April 4th.

Engine 102 had light repairs at North Bay shop during month of June.

Engine 103 was taken into shop for driving tires to be turned. In July, 1907, this engine had to be forwarded to the Locomotive and Machine Company of Montreal, on account of main frame being broken. (On account of limited facilities at North Bay, we were unable to do repairs in our own shop.) The engine received a new set of boiler tubes, and was returned to service in first-class condition, September 11th.

Engine 104 received light repair, and had driving tires turned, being delivered for service April 24th.

Engine 105 had necessary work done, and was delivered for service August 23rd.

Engine 106 had a new cab applied, and was given a general repair, and turned out for service October 16th.

Engine 108 was repaired at North Bay shop, new back casting, etc., repainted, and turned over for freight service November 22nd.

Engine 109 received a thorough overhauling at North Bay shop, being turned out March 16th, 1907.

Engine 110 was given a general repair and turned out of shop June 26th. This engine had driving tires turned, engine and tender painted, and was handed over for passenger service on trains 48 and 49.

Engine 112 was in shop for repairs to cyclinder, etc., and was turned out March 25th, 1907. This engine was given heavy repair, and had driving tires turned, and delivered for services August 11th.

Two new tender tanks have been received, one of which was applied to passenger engine 109. The second one will be applied to engine 110 when it is necessary to bring her to the shop for repairs. These two engines are rather older than the balance of the equipment, having been purchased from the Pittsburg and Lake Erie Railroad Co., in 1905. Since coming to this road they have rendered exceptionally good service on light passenger runs.

Engine 150, in switching service between New Liskeard and Cobalt, has had Haggas equipment applied.

Each engine has had boiler washed out once every two weeks when in regular service. Stays in fire boxes have been regularly tested every three months, and renewals made where necessary.

The nettings in smoke boxes, ash pans, and the dampers, have been regularly examined at the end of each trip during the summer season, and every precaution has been taken against fire from this cause. During damp weather, and at such seasons as the danger from this source would be reduced to a minimum, nettings, ash pans, and dampers, have been examined twice a week. Proper records are kept in the Master Mechanic's office, of the examination of locomotive stay bolts, nettings, dampers, and also of the boilers washed out.

New Coaches.

During the past year four new first-class coaches, thoroughly up to date, have been received from the Crossen Car Co., Limited, of Cobourg, Ont. These are numbered, 110, 111, 112, 113.

Two new second-class coaches, numbers 40 and 42, have also been received from the same manufacturers. These are a thoroughly substantial coach, and are calculated to give good service.

Eight new Workmen's cars (third-class) have been added to the rolling stock equipment during the year. Five of these, 24, 26, 28, 30 and 32, being received from the Rhodes Curry Co., Amherst, Nova Scotia, and the remaining three, 34, 36 and 38, from the Crossen Car Company, of Cobourg, Ont.

Repairs to Coaches.

The following passenger equipment has been repaired at North Bay shop: Second-class coach, No. 2, in January, 1907, had necessary pipe work done. Second-class, No. 4, pipes repaired in March. The following first-class coaches have had light repairs, and been varnished: 106, 107, 108, 109 and 112.

Coaches, No. 18 and 22, purchased second hand from the Hicks Company, Chicago, during 1906, have been thoroughly overhauled, new heater pipes have been applied throughout, and coaches repainted and varnished.

Second-class coaches, No. 4, 6 and 8, requiring heavy repairs, which could not be handled at North Bay, owing to the limited facilities, have been shipped to the Preston Car and Coach Company, Preston, Ont., to have necessary work done.

No. 1, Mail Car, had heater pipes repaired during the month of January, and No. 7, baggage car during the month of February.

Combination baggage and mail car, No. 5, repairs made to coupler, one pair of wheels changed, and pipes overhauled. Baggage cars, No. 11 and 13, heater pipes repaired during March. Mail and express car, No. 3, repaired, repainted and varnished, and turned out of the shop during April. No. 5, mail and express car, repainted and varnished during May. Baggage car No. 17, revarnished, and turned out during same month.

Careful inspections are made of all wheels and axles, also with regard to flanges, and wheels changed where required.

New Baggage Cars.

The Commission has awarded contract to the Preston Car and Coach Company, Preston, Ont., for four new baggage cars, two to be of the combination baggage and mail type, and two baggage and express.

New Freight Cars.

During the year the following new freight equipment has been received. One hundred and seventy-five new flat cars built by the Rathbun Company, Deseronto, Ont., of sixty thousand pounds capacity each. These cars are all equipped with automatic couplers, metal body bolsters, and Westinghouse Air Brake, and are used largely in the lumber and log traffic.

The Commission has also purchased and received from the Dominion Car and Foundry Company, Montreal, one hundred steel underframe flat cars, each having a capacity of one hundred thousand (100,000) pounds. These cars are 36 feet 9 inches long, the same length as the ordinary wooden cars, and are thoroughly up to date in every particular.

New Conductors' Vans.

The Commission has awarded the contract to Rathbun Company, of Deseronto, for four standard conductors' vans. These have not yet been delivered.

Repairs to Vans.

Van No. 50 has been rebuilt and turned out for service during December. Van No. 55 has had necessary repairs done, also two pairs of wheels changed in van 52.

Repairs to Freight Cars.

The necessary repairs and renewals have been made by the staff at North Bay and Englehart to freight cars belonging to this road, also repairs to foreign cars handled in interchange, where necessary. Proper bills for all repairs to foreign cars have been rendered against the owners in accordance with the Master Car Builders' Rules of Interchange.

Twenty box cars have been fitted up for use as boarding cars in construction service.

Steam Shovels.

Have received one new Bucyrus steam shovel, manufactured by the Canada Foundry Company of Toronto, which has been put into service and found satisfactory.

Repairs have been made to No. 1 steam shovel.

Snow Plows.

During month of October one new Russell snow plow has been received from Russell Car and Snow Plow Company, Ridgeway, Penn. This plow is operated by air and is a first-class addition to the equipment for fighting snow. Repairs have been made to snow plow No. 1, plow being raised in front and two apron shoes applied. Plow No. 2 has also been overhauled. Snow flangers No. 1 and 2 have had the old mould board flangers removed and have been equipped with new Russell flanger made to operate by air. The snow flangers have been maintained in good condition for the work for which they are required.

Pile Driver.

During the month of December one new pile driver has been received. This was manufactured by the Industrial Works of Bay City, Michigan, and supplied through the F. H. Hopkins Company of Montreal, Canadian representatives.

Auxiliary Equipment.

The auxiliary steam crane received during 1906 has been maintained in first-class condition, and the equipment at North Bay and Englehart has been still further improved by the addition of two tool cars. Two auxiliary boarding cars have been received from the Rhodes Curry Company, Amherst, Nova Scotia, No. 1, has been stationed at North Bay, and car No. 2 forwarded to Englehart. These cars have both been equipped with a good supply of dishes and cooking utensils, and carry necessary stock of provisions.

Flat car 60,295 has been rebuilt as a cabin car for use in connection with the auxiliary steam crane.

Official Car "Temagami."

The official car "Temagami" has been maintained in good condition, all water pipes renewed, new cabinets supplied, and revarnished during the month of June.

Work Done and Repairs Made for Outside Companies and Firms.

The following work has been done for A. R. Macdonell, Contractor, New Liskeard, Ont.: January, 1907, bored four locomotive driving tires for engine No. 13. Two syphon hose month of July. Bills rendered against contractor for water supplied locomotives at Uno Park pump house, rental of steam crane and wages of operator for use on the contractor's line October 12th and 13th. Turned two pairs of driving tires month of July, and charged contractor for repairs to T. & N. O. box car 60,114, damaged month of September. Two pairs driving tires turned, engine No. 11, November. Made necessary charges against contractor for engineers supplied as pilots when contractor's engines were passing over our line. Engine No. 18 piloted from North Bay to New Liskeard June 15th, and No. 9 June 30th. Boiler maker at New Liskeard expanded and caulked boiler tubes in contractor's engine No. 16, December. Rendered bill for rental of auxiliary tool car, engaged in service on line north of Englehart with T. & N. O. car repairer in charge. Two brasses supplied to steam shovel passing through North Bay, December 28th.

Work done for the Cleveland Sarnia Saw Mills Company, Diver, Ont. Pattern made for locomotive, and one casting made, month of February. Pattern made for goose neck casting, June. Wire cloth screen for locomotive smoke stack, June. Six cold sets month of July. Charge made against this company for wages of engineer piloting engine No. 6 from Diver to North Bay, October.

Work done for Nipissing Foundry Company: Grate bar pattern made and supplied. Pattern made planer, and one-third inch globe valve, June.

A small locomotive (Norah) belonging to Empire Lumber Company at Latchford, Ont., has been thoroughly overhauled, repainted and varnished during May.

The O'Connor Hotel and Steamboat Company: Water supplied from pump house at Temagami station to above company, charge rendered during season. Loaned North Bay auxiliary tool car, November 28th, with car repairer in charge, for purpose of drawing steam boats from water to secure for winter season.

The steam crane loaned to J. R. Booth, of Ottawa, during July for purpose of unloading a number of boats at Latchford, and account rendered for service.

Two new brasses, $4\frac{1}{2} \times 8$, supplied to McRae, Chandler & McNeil during October, for steam shovel at Earlton.

Rendered account against Montreal Refining and Reduction Company, for rental of steam crane and wages of operator unloading machinery at Trout Lake smelter, November.

Supplied four tanks of water, Canadian Pacific Railroad Company, July. Steam crane loaned for use at Cache Bay, July, for which account has been rendered.

Steam crane loaned Grand Trunk Railway System, July 8th and 9th, for use at Callander, also August 3rd, for which proper accounts have been rendered.

Pumping Stations.

Pumping plants and pump houses at Widdifield, Moose Lake, Redwater, Temagami, Latchford and New Liskeard, have been properly maintained, regularly inspected, and necessary work done with regard to cleaning boilers and tubes, and repairs to pumps. New pumping station completed at Uno Park. Water service installed at Englehart.

Preparatory to taking over line north of Englehart water stations have been installed at mileage $164\frac{1}{2}$, 183, and Matheson.

Station Heating Apparatus.

The heating equipment at following stations on line has been thoroughly overhauled, put in good working condition for winter service: Widdifield, Temagami, Latchford, Cobalt, Haileybury, and New Liskeard.

Shop Equipment and Terminal Facilities.

New modern coal chute constructed at North Bay Junction and now in service. A chute is in course of erection at Englehart.

New roundhouse at North Bay Junction partially completed, eight stalls are in use. The balance (7 stalls) will be completed during 1908.

Machine shop 150 feet by 50 feet completed and ready for occupation about close of the year.

Blacksmith shop 40 feet by 30 feet and tinsmithing and pipe fitting shop about completed.

Rack for holding material has been constructed and placed in old shop. Pair of trusses completed for old shop, desk made and shipped to Englehart for use of Locomotive Foreman.

The following new machinery has been received during the year 1907, for North Bay Junction shop:

One new crank pin press.

One new portable pump for testing boilers.

One new 50 K.W. electric generator, from Allis, Chalmers Bullock Co.

One new engine for generator, from Robb Engineering Co., Amherst, N.S.

One new 40 H.P. stationary engine from Goldie, McCulloch Co., Galt.

One air compressor from the Canadian Rand Drill Company.

One new slotting machine from McGregor, Gourlay Company, Galt.

One new pipe threading machine.

One new buffing wheel.

Two new McCaslin blacksmiths' forges, manufactured by the Foundry and Machine Co., Monesson, Pa.

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River.

Swanson's
Cut.

Steam hammer, punch, and shears have been ordered for North Bay shop.

Following new machinery has been received for Englehart shop:

One 18-inch lathe from McGregor, Gourlay Company, Galt.

One upright drill press.

One emery wheel stand.

One stationary engine and boiler.

Scrap Material.

Set of scrap bins have been constructed on portion of old coal dock, North Bay Junction, where various classes of scrap and other material are carefully picked and sorted. Material being disposed of, from time to time.

Rolling Stock and Equipment.

The motive power equipment, passenger, freight and other rolling stock of this railroad, as December 31st, 1907, as follows, viz.:

20 Road engines.
2 Switch engines.
2 Official cars.
14 First-class coaches.
21 Second-class coaches, and workmen's cars.
4 Baggage and Mail cars.
5 Baggage and Express cars.
9 Conductors' vans.
2 Auxiliary boarding cars.
2 Auxiliary tool cars.
10 Stock cars.
50 Box cars.
493 Flat cars.
3 Snow plows.
2 Snow flangers
2 Gravel plows.
1 Steam crane.
2 Steam shovels.
1 Rapid unloader.

Following is statement showing number of engines despatched from each terminal, and average cost per engine per month:

Month.	North Bay.		New Liskeard.		Englehart.	
	Number.	Average cost.	Number.	Average cost.	Number.	Average cost.
January	173	1.30	184	74½	33	.99
February	125	1.54	213	79	29	1.11
March	144	1.89	191	84	29	1.14
April	198	1.62	234	83	27	1.24
May	223	1.64	231	83	36	.99
June	214	1.58	223	84	32	1.11
July	261	1.41	172	1.18	45	.99
August	239	1.44	186	.84	46	.97
September	211	1.57	201	.61	45	.98
October	213	1.51	176	1.04	86	1.51
November	197	1.54	106	.77	108	1.40
December	198	1.60	100	.82	101	1.63

Summary.

Total Engines Despatched.	
North Bay	2,396
New Liskeard	2,217
Englehart	617
Total	5,230

Statement showing cost of repairs per engine mile during the year 1907:

Month.	Cost in cents.	
January	3.6 cents.	
February	4.6 "	
March	5.5 "	
April	3.7 "	
May	3.5 "	
June	3.2 "	
July	6 9 "	(due to repairs engine 103 at Montreal).
August	4.0 "	
September	5.0 "	
October	6.3 "	(new tender tank applied to engine 109).
November	5.7 "	
December	4.0 "	

REPORT OF FREIGHT AND PASSENGER AGENT, W. D. CUNNEYWORTH, FOR THE YEAR, 1907.

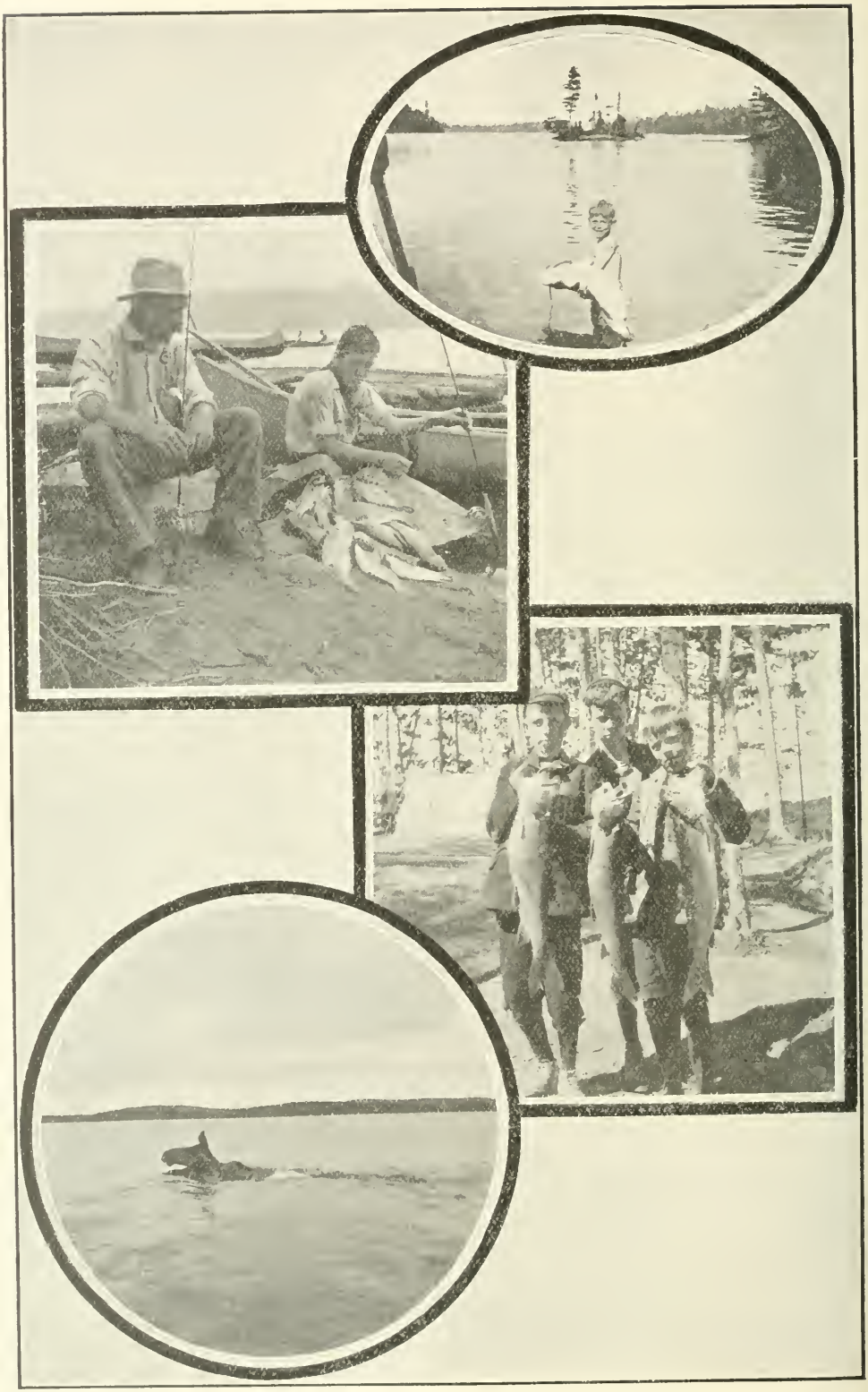
Freight Department.

Following close of year 1906, trade conditions throughout the country continued bright, opening of 1907 pointed to a successful year. Bush operations at various points were pushed until break-up of winter, lumbermen succeeded in getting all lumber and square timber out, which have all been moved, with one or two exceptions. The movement of bush supplies in shape of hay, oats, horses, etc., were freely offered, new equipment put into service being ample to take care of requirements.

North Bay Junction, practically the home of the Temiskaming and Northern Ontario Railway, has had a new planing mill erected, also two lumber yards established, furnishing considerable tonnage as well as increase in population.

Trout Lake, Mileage 4.

Two saw mills located at this point have been running steadily all summer, making fairly heavy shipments from time to time. Mills closed with large stock of lumber which will move during the present winter, as demand warrants. North Bay Brick Co. was also under active management during past summer, turning out two and a quarter million brick; about twenty-five per cent. of these moved over our line, balance used for local consumption. The Montreal Smelting and Reduction Co.'s smelter erected at this point has been completed, with exception of some shipments of machinery, which was expected to arrive (from Germany) much earlier in the season. As yet no smelting has been done.



Cochrane's Camp.

Cow Moose Swimming.

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Woodlands, Mileage 8.

Several new farms have been cleared, and in consequence several families have been added to this neighborhood, which has a saw mill as the main industry, turning out about one million and a half lumber during the summer.

Widdifield, Mileage 14.

Has furnished considerable tonnage in lumber, pulpwood and other forest productions.

Tomiko Lake, Mileage 26.

Saw mill is being erected by Messrs. Ferguson & McFadden, expected to be ready for operation by spring. Boarding houses and workmen's houses will be erected to take care of staff, which will number about 60.

Diver, Mileage 40.

Lumbering operations are and have been steadily carried on all the year around by the Cleveland Sarnia Saw Mills Co., whose shipments average about fifteen cars per day.

At Grey's, Mileage 75, to Rib Lake, Mileage 84,

Are located the arsenical plants of the Northland Mining Co., and Temagami Mining and Milling Co. Large shipments of these ores have moved during the season. Arrangements are being made to increase plant, which means increase of tonnage.

Latchford, Mileage 94.

In April of this season this thriving village met with a serious drawback, fire having consumed practically all the business portion of the place, but in many cases the sufferers rebuilt their places of business, many of more substantial character than previous premises. Early in the year heavy traffic passed through, up the Montreal River to the new silver fields, Township of James, and adjoining townships, also parts of Forest Reserve, being the more attractive. Much development has been done on several properties, so much so that this winter small shipments of ore are expected to move from one or two mines. The development of this, as well as other parts of the mining country, are handicapped for want of capital, the stringency being such that many claims have had to be left undeveloped.

At Latchford, during the season, Mr. J. R. Booth, Ottawa, has constructed two steamers for use on the river, to be used in portaging general camp supplies and men in connection with taking out of pulpwood, etc., up the river. This industry has furnished considerable new tonnage. The saw mills at this point have been running steadily all season. Sufficient lumber in stock at close of mill to furnish steady shipments during winter months.

Gillies' Depot, Mileage 99.

The bush headquarters of Messrs. Gillies Bros., of Braeside, has seen a busy season. Large amount of shanty supplies and men have moved in and out. A considerable traffic in passengers is handled through this point for Portage Bay and vicinity.

Cobalt, Mileage 103.

Still retains the honor of being the centre of the mining industry. Success of the season. all things considered, has been beyond expectations. The shipments of ore, statements of which have been furnished from time to time, show large tonnage and values moved during year, shipments during the closing month being heavy. During past summer operations of some mines were hampered on account of strikes, which, however, have been adjusted. Following the close of this incident, financial stringency had depressing influence in many respects in the camp. These conditions have curtailed traffic to and from Cobalt. The town itself has improved, additions and betterments have been added to private as well as business places in town. Several concentrators of various capacities have been added to the camp. One customs concentrator now under construction, capacity of 100 tons per day, which it is anticipated will work up closely all values in low grade ores.

North Cobalt, Mileage 105.

A new town has come into existence this year, which is taking care of quite a number of workmen and others connected with various industries.

Haileybury, Mileage 108.

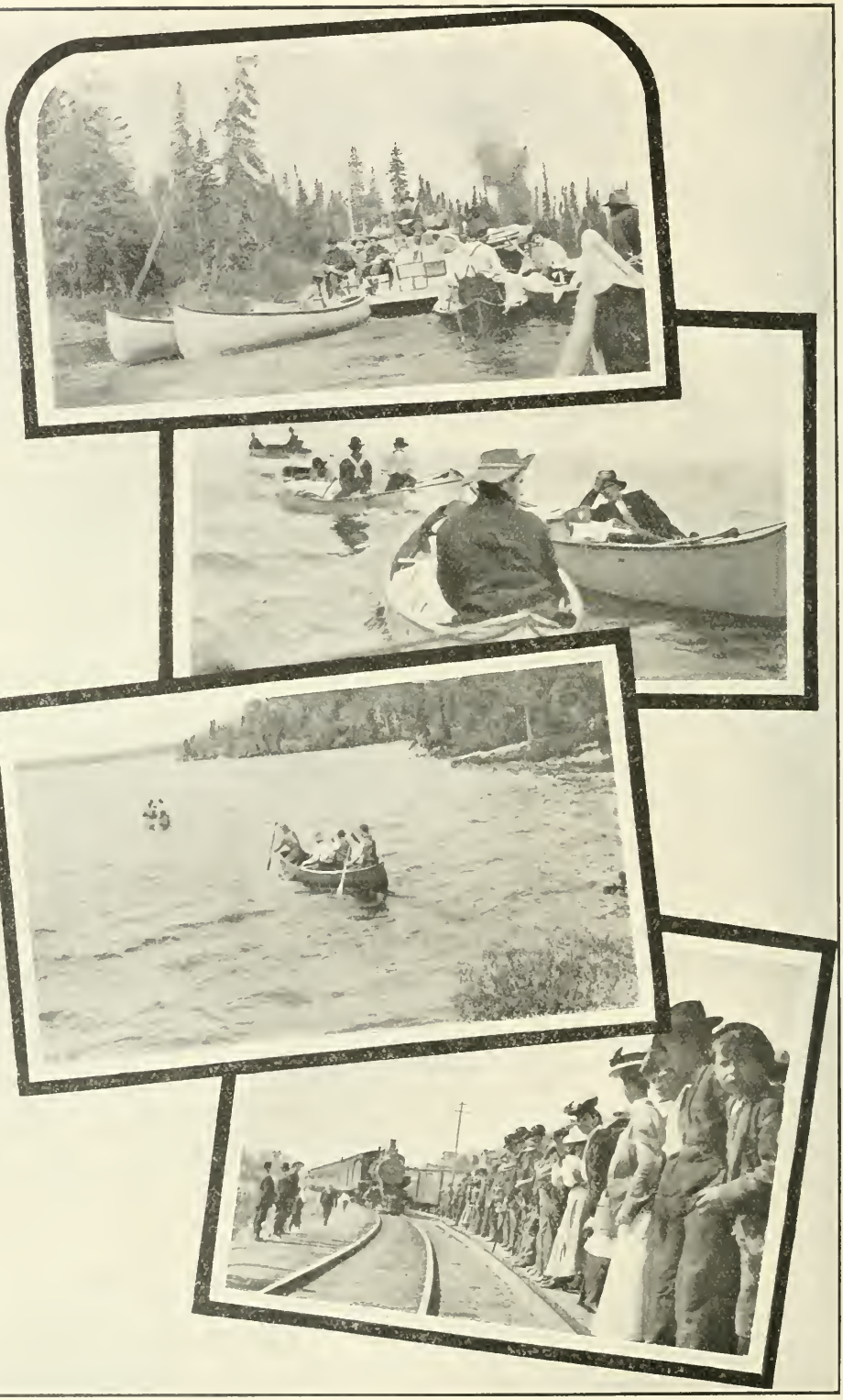
A steady business has been carried on at this point during the season, many substantial buildings being completed, thereby creating large tonnage in all classes of building material, with additional tonnage covered by requirements of increased population. A number of farms at and near Haileybury are being cleared. Tonnage interchange with steamers of the Temiskaming Navigation Co., has also grown. At this point is located a fully equipped modern saw mill, which has been running continuously all season

New Liskeard, Mileage 113.

Tonnage in and out of this thriving town has been heavy during the year. Building materials of all kinds have been used largely in construction of substantial dwellings and stores. Heavy tonnage also created by the installing of a system of Water Works and a Light and Power Plant, large quantities of iron, pipe, machinery, etc., has been moved. Considerable interchange at this point of passengers and freight with the White River steamers. A number of farms in this district have also been opened. The annual Fall Fair not alone attracted large crowds, but demonstrated the possibilities of New Ontario as an agricultural country, very fine exhibits of grains, hay, roots and live stock having been made.

Uno Park, Mileage 119.

Considerable tonnage moved from this point in the shape of pulpwood and lumber. Several settlers have also moved into the neighborhood. Hay crop in this district was exceptionally fine. Saw mill has been put up, furnishing not alone the requirements locally, but has furnished considerable outward tonnage.



Prospectors ascending Montreal River.

Prospec taking i easy.

On Lake Abittibi.

At Cobalt.

THORNLOE, MILEAGE 125; EARLTON, MILEAGE 129, AND HEASLIP, MILEAGE 135.

The principal business carried on at these points is farming, a number of settlers having come into these parts during the year, and older settlers have been adding to their acreage of tillable lands. Large shipments of pulpwood have been made from these places, preparations for larger shipments of this commodity are being made for coming season. Large tonnage in lumber has been furnished by mills at Earlton. The opening months of the year were productive of large tonnage of miners' supplies, machinery, etc., via Heaslip, destined Larder Lake—movement continued steadily until breakup of roads in the spring.

ENGLEHART, MILEAGE 138.

This thriving village has had successful year. Several good business blocks having been completed: large tonnage in building material has moved. Saw mills at this point have been fairly active, supplying rougher grades of lumber for the building trade. Large quantities of pulpwood also moved from this district. Several new settlers have come into this neighborhood during the year; a large volume of business passed through this point to Larder Lake and also the Abbittibi country. There was also heavy tonnage exchanged at this point with the contractors' service to McDougall's Chute and intermediate country. Large quantity of machinery passed through for Larder Lake, via Boston. The closing months of year have produced considerable tonnage for the mining district of the township of James, via Earlton and Englehart. Arrangements are being made by the several pulpwood contractors to largely increase the shipment of pulpwood during the season of 1907-08. The closing weeks of 1907 have produced the first movement of contractors' supplies and equipment to be used in construction of the Grand Trunk Pacific Railway. Indications point to heavy tonnage to be moved during the coming year.

PASSENGER DEPARTMENT.

Passenger comparative statements show the year 1907 as fairly satisfactory. The increases have been steady during the year, and thankful to report total number was carried without death or injury to any passenger. The accommodation furnished to handle this traffic was as follows:—effective January 1st, 1907, trains Nos. 1 and 2, making connection at North Bay with Canadian Pacific and Grand Trunk Railways. Trains known as Latchford locals running between Latchford and New Liskeard with mixed service between New Liskeard and Englehart. On March 31st, 1907, trains known as Cobalt specials or Nos. 46 and 47, were put as an additional accommodation; and on June 29th, 1907, train known as Buffalo connection was made effective, until September 8th, when present train schedule was made effective.

Through Pullman service has been maintained throughout the year between Toronto and New Liskeard and Englehart.

BAGGAGE.

During the year there were handled between North Bay and Englehart 176,204 pieces, weighing 13,215,300 pounds, or 6,608 tons. Number of corpses handled 166.

Weather conditions prevailing during the close of 1907 were favorable to business requirements of this country, and trade and passenger traffic responded exceedingly well, and what at an earlier period pointed to a large falling off turned in healthy increases in both lines of business.

MINING ENGINEERS' REPORT FOR COBALT DISTRICT, 1907.

The development of the Cobalt district has been not only phenomenally rapid but it has been regularly progressive, and each year of its short life shows a marked advance over the preceding one. The value of its output has risen till the shipments for 1907 contain nearly 5 per cent. of the total silver production of the world, which raises Canada to the fourth place among silver producing nations. The approximate production of the world, the United States, and of the Cobalt district for 1907 is as follows:—

World's production of silver for 1907	185,035,000 ozs.
United States production of silver for 1907.....	56,925,000 "
Cobalt's production of silver for 1907	9,000,000 "

The records of the shipments during the four years of the camp's existence are shown in the following tables:—

TABLE 1.

ORE SHIPMENTS FROM THE COBALT DISTRICT FOR CALENDAR YEAR, 1904.

(Tons of 2,000 pounds).

Mine.	Mar.	Apr.	May.	Oct.	Nov.	Dec.	Totals.
Drummond						.50	.50
LaRose		3.30		16.00	40.75	30.00	90.05
McKinley-Darragh						24.00	24.00
Nipissing	*3.00		†30.00	24.00			57.00
Tretheway					20.00		20.00
Total	3.00	3.30	30.00	40.00	60.75	54.50	191.55

NOTES.—*Teamed over ice on Lake Temiskaming and shipped from Kippewa station.
†Shipped by boat from Haileybury.

Table 2.

Ore Shipments from the Cobalt Camp for Calendar Year 1905.

(Tons of 2,000 pounds.)

	Mine.	Jan.	Feb	Mar.	Apr.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.	Totals.
1	Buffalo								85.95		97.05		17.80	200.80
2	Coniagas											30.60		30.60
3	Drummond									32.00	.15			32.15
4	Foster							37.85			46.00			83.85
5	Kerr Lake				20.00			16.45				18.50		54.95
6	La Rose	50.00			63.95			137.81	44.00	70.00	170.00	50.00	22.10	607.86
7	Lawson							14.61						14.61
8	McKinley-Darragh			29.50	30.20	31.05	60.00	60.14	64.30	30.00	60.00	23.05	58.85	447.09
9	Nipissing	75.00	20.00	70.15	27.90	84.48	29.70	47.18	100.30	31.31				486.02
10	O'Brien						26.32							26.32
11	Silver Leaf											9.00		9 00
12	†Temiskaming and H. B.								24.38	20.35				44.73
13	Tretheway						108.58			50.00	60.00			218.58
14	University											16.00		16.00
15	Violet										16.00			16.00
16	*Watts								19.00					19.00
17	White Silver Mg.												28.45	28.45
	Totals	125.00	20.00	99.65	142.05	115.53	224.60	314.04	318.93	252.66	449.20	147.15	127.20	2,336.01

Notes.—† From property later known as Silver Queen. * Later forms part of King Edward property.

Table 3.

Ore Shipments from the Cobalt Camp for Calendar Year 1906.

(Tons of 2,000 pounds.)

	Mine.	Jan.	Feb.	Mar.	Apr.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.	Totals.
1	Bailey	.....	.....	.....	.....	.....	.....	.....	.....	.....	30.00	.....	.....	30.00
2	Buffalo	.....	20.05	51.50	.....	177.95	100.75	170.35	52.80	99.40	100.00	140.00	80.00	992.80
3	Colonial	.....	15.00	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	15.00
4	Coniagas	.....	.....	30.00	.....	.....	.....	.....	55.80	.....	135.00	120.00	81.22	422.02
5	Drummond	24.66	.....	61.02	22.40	.....	65.10	21.42	.....	40.00	.....	.....	40.10	274.70
6	Foster	.....	.....	.....	.....	.....	.....	.....	.....	.....	63.50	23.50	30.00	117.00
7	Green Meehan	.....	.....	.....	.....	.....	.....	.....	.....	.....	20.00	17.03	.....	37.03
8	Kerr Lake	20.70	.....	30.00	.....	.....	.....	28.00	.....	42.50	.....	.....	37.15	158.35
9	La Rose	20.00	15.00	64.31	.....	63.00	74.85	91.00	21.50	93.00	78.30	247.50	86.15	854.61
10	McKinley-Darragh	.....	23 45	.....	.....	.....	.....	27.00	.....	.....	30.00	.....	.....	80.45
11	Nipissing	321.16	19.09	90.00	84.80	156.55	21.37	42.73	136.36	241.00	515.83	99.86	396.33	2,125.08
12	Nova Scotia	.....	.....	.....	.....	.....	.....	20.43	.....	.....	.....	23.52	.....	43.95
13	O'Brien	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	114.18	114.18
14	Right of Way	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	46.25	46.25
15	Silver Queen	.....	6.40	.....	.....	.....	.....	30.09	.....	.97	92.98	.....	.50	130.94
16	Temiskaming Cobalt	.....	.....	20.47	.....	.....	.....	.....	.....	.....	.....	.....	.....	20.47
17	Tretheway	.....	.....	.....	.....	.....	.....	.....	.....	29.00	30.00	53.38	86.10	198.48
18	University	20.00	20.15	31.00	30.00	.....	.....	.....	.....	31.63	22.50	.....	.....	155.28
19	Violet	.....	.....	.....	.....	.....	.....	.....	.....	20.00	.....	.....	.....	20.00
	Totals	406.52	119.14	378.30	137.20	397.50	262.07	431.02	266.46	597.50	1,118.11	724.79	997.98	5,836.59

Table 4.

Ore Shipments from the Cobalt District for Calendar Year 1907.

(Tons of 2,000 pounds.)

	Mine.	Jan.	Feb.	Mar.	Apr.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.	Totals.
1	Buffalo	141.85	60.00	100.72	20.00	72.89	143.72	140.26	170.00	120.00	120.00	20.00	132.10	1,241.54
2	City of Cobalt											50.61		50.61
3	Cobalt Central		37.33	20.00		20.00								77.33
4	Cobalt Townsite	23.58		21.50		23.04			30.00	3.00	21.00	21.10		143.22
5	Colonial	.38		20.00			20.00							40.38
6	Coniagas	87.11	55.09	63.96	109.04	338.11	778.10	705.94	92.32	97.50	32.50		87.70	2,447.37
7	Drummond						22.04		21.12		32.42		28.55	104.13
8	Foster	21.80	28.38				20.00	26.00	62.03	95.47		58.45		312.13
9	Green-Meehan	30.60		34.19	33.60									98.39
10	Imperial Cobalt							14.61						14.61
11	Kerr Lake		34.63		40.00		47.00		62.39		29.97	53.02	52.75	319.76
12	King Edward	62.85	90.09	34.55			211.30	97.16	21.51	125.77	463.96	1,578.04	31.12	31.12
13	LaRose								61.12				130.22	2,815.45
14	Lawson							64.60			325.91	60.63	261.28	61.12
15	McKinley-Darragh	30.00											30.10	742.42
16	Nancy Helen												189.37	30.10
17	Nipissing	287.01	225.62	304.83		215.61	371.82	155.86	436.21	162.88	30.50	158.55	120.00	2,538.26
18	Nova Scotia		15.00						33.00	30.00	28.10	46.11	29.95	272.21
19	O'Brien	210.42	194.62	233.98	226.90	246.52	62.77		30.00	60.49	32.28	163.18		1,491.61
20	Princess							3.93						3.93
21	Red Rock			20.00							25.71			45.71
22	Right of Way			1.90		.70	64.67						62.10	129.37
23	Silver Leaf							21.76					24.60	46.36
24	Silver Queen	62.84	47.44			22.00	62.29	43.50	88.00	92.50		60.00		478.57
25	Temiskaming					27.45			59.50			94.57	22.80	204.32
26	Temiskaming Cobalt		22.81		19.91		25.26							67.98
27	Temiskaming & H. B.					27.95		22.58				67.00	32.00	149.53
28	Trethewey		89.82	171.96	83.70	164.51	110.85	25.15		3.00	91.84	61.75	31.00	833.58
29	University	30.69						5.74				23.80		60.23
	Totals	989.13	900.83	1,027.59	533.15	1,158.78	1,939.82	1,327.09	1,167.70	790.61	1,234.19	2,516.81	1,265.64	14,851.34

TABLE 5.

RECAPITULATION OF TABLES 1, 2, 3, AND 4.

(Tons of 2,000 pounds).

Mine.	1904.	1905.	1906.	1907.	Total.
Bailey			30.00		30.00
Buffalo		200.80	992.80	1,241.54	2,435.14
City of Cobalt				50.61	50.61
Cobalt Central				77.33	77.33
Cobalt Townsite				143.22	143.22
Colonial			15.00	40.38	55.38
Coniagas		30.60	422.02	2,447.37	2,899.99
Drummond	.50	32.15	274.70	104.13	411.48
Foster		83.85	117.00	312.13	512.98
Green-Meehan			37.03	98.39	135.42
Imperial Cobalt				14.61	14.61
Kerr Lake		54.95	158.35	319.76	533.06
King Edward		†19.00		31.12	50.12
LaRose	90.05	607.86	854.61	2,815.45	4,367.97
Lawson		14.61		61.12	75.73
McKinley-Darragh	24.00	447.09	80.45	742.42	1,293.96
Nancy Helen				30.10	30.10
Nipissing	57.00	486.02	2,125.08	2,538.26	5,206.36
Nova Scotia			43.95	272.21	316.16
O'Brien		26.32	114.18	1,491.61	1,632.11
Princess				3.93	3.93
Red Rock				45.71	45.71
Right of Way			46.25	129.37	175.62
Silver Leaf		9.00		46.36	55.36
Silver Queen		*44.73	130.94	478.57	654.24
Temiskaming				204.32	204.32
Temiskaming Cobalt			20.47	67.98	88.45
Temiskaming and H.B.				149.53	149.53
Trethewey	20.00	218.58	198.48	833.58	1,270.64
University		16.00	155.28	60.23	231.51
Violet		16.00	20.00		36.00
White Silver Mining Co		28.45			28.45
Totals	191.55	2,336.01	5,836.59	14,851.34	23,215.49

NOTES.—† Shipped from the Watts.
*Shipped by Temiskaming & Hudson Bay Company.

The following values are given by the Ontario Bureau of Mines for the shipments from the Cobalt district for 1904, 1905, and 1906.

1904	$ 136,217
1905	1,485,570
1906	3,573,908
1907	5,900,000 estimated.

The tonnage increased much more rapidly than the value, but this must not be taken as indicating that the value is decreasing, but rather that a larger proportion of low grade ore is being shipped.

The output for 1907 was distributed for treatment as follows:—

Canada	2,585.05 tons,	or 17.40%
England	167.34 "	1.13%
United States	12,098.95 "	81.47%
Totals	14,851.34 "	100.00%

CANADA.

The Orford Copper Company.

The Orford Copper Company's smelter at Copper Cliff took almost all the ore that was shipped to Canadian smelters. At the end of the year the following was the purchase schedule and terms of settlement of the Orford Copper Company for silver and cobalt in arsenical silver-cobalt ores:—

Purchaser to make payment for—

94%	of silver per ton of ore (2,000 lbs.)	when same assays	4,000 ozs. and over.
93%	do	1,200	do
92%	do	800	do
90%	do	500	do
85%	do	300	do
80%	do	150	do

Purchaser to make payment of—

$30.00	per ton of ore (2,000 lbs.)	when same contains 12%	cobalt and over.
$20.00	do	8%	do
$10.00	do	6%	do

No payment will be made for cobalt in ores containing less than 6% cobalt, nor in which the nickel contents are higher than the cobalt contents.

Further, the right is reserved to return, at shipper's expense, any such ores (*i.e.*, nickel contents higher than cobalt contents) received at Copper Cliff.

Ore is to be delivered by seller to the Canadian Copper Co., f.o.b. cars, Copper Cliff, Ont., ore to be at shipper's risk until sampling is undertaken, as purchaser can assume no responsibility for the same until the ore has been taken into its sampler.

Purchaser to sample at its expense, purchaser's and seller's representatives to be present. Assays to be made at Ledoux & Co., of New York, at seller's expense, which assays are to govern in settlement.

Payment for 50% of the silver returnable to the seller, as per the above scale, to be made at the New York official price for silver on the first settlement date, which shall be 45 days after the date on which sampling of the ore is completed, the remaining 50% to be paid 45 days later. The purchaser, however, reserves the right to deliver on either or both of the settlement dates above specified, in lieu of cash, at its option, such silver bullion (commercial bar silver) as is due the seller in settlement upon these dates. Such delivery to be made in New York City.

Payment for cobalt will be made as per the above scale when the cobalt contents of the ore comes within the specifications mentioned, settlement to be made 50% on each of the two due dates for silver, namely, 50% in 45 days and 50% in 90 days after the completion of sampling the ore.

All purchases of these ores are made strictly subject to the following force majeure agreement:

If, by reason of the acts of God, strikes or other causes beyond the control of either parties hereto, which may be legally called force majeure, either of them will be unable to carry out the conditions of agreement as to shipment, receipt or treatment of consignments, this agreement shall be suspended as long as this condition shall continue, and the terms of this agreement shall be then extended for such a period as shall be equivalent to the times of delay or interruption.

Further, this clause shall also cover unavoidable and extraordinary delays should they occur when the speiss or silver bullion resultant from the smelting and treatment of these ores are in transit between the Copper Cliff and Camden plants of the purchaser, and between either of the above plants and the silvery refinery of the Balbach Smelting & Refining Company at Newark, New Jersey.

Purchaser does not guarantee date when ore will be sampled, but undertakes to complete same promptly after the ore reaches its turn for sampling.

The freight rate on ore from Cobalt to Copper Cliff is $5.20 per ton.

The Deloro Smelting and Reduction Company.

The Deloro Smelting and Reduction Company, with works at Deloro, Ontario, is just starting operations on Cobalt ores and is offering the following prices for them:—

Deloro Schedule.

Silver.—Ore containing	100 to	200	ozs. per ton	pay	85%
"	200 "	500	" "		90%
"	500 "	800	" "		91%
"	800 "	1,000	" "		93%
"	1,000 "	2,000	" "		94%
"	2,000 and over		" "		95%

At New York quotations 30 days after agreement of assays.

Arsenic.—Ore containing less than 10% arsenic pay for all arsenic contained:—

10% to 30%—1 cent per pound arsenic.

30% and over—1½ cents per pound arsenic.

Cobalt.—Ore containing not less than 6% cobalt.

6% to 10% cobalt pay $10.00 per ton ore.

10% and over " 20.00 "

Treatment charges in all cases $10.00 per ton (2,000 lbs.) ore.

No charge for sampling.

No penalities for 'insoluble matter.'

Ore to be delivered in carload lots f.o.b. Marmora station, Central Ontario Railway.

This tariff is subject to change without notice.

The freight rates on ore from Cobalt to Marmora station is $7.00 per ton.

ENGLAND.

The Anglo French Nickel Company of Swansea, Wales, was the only European Company that bought ores from the Cobalt camp.

This Company wished ores solely for their cobalt contents, and paid nothing for the silver.

The following is the schedule of average prices paid for Cobalt ores during 1907, by the Anglo French Nickel Company, but before the end of the year these prices were cancelled:—

8	to 10% cobalt	30	cents per pound for metallic cobalt.		
10.1	" 12% "	35	"	"	"
12.1	" 14% "	40	"	"	"
14.1	" 16% "	45	"	"	"
16% and over	"	50	"	"	"

The freight rate on ore from Cobalt to Swansea, Wales is $13.98 per ton.

United States.

American Smelting and Refining Co.

Eighty per cent. of the camp's output went to the United States and most of this was taken by the American Smelting and Refining Co. at their works at Perth Amboy, N.J.

The following is the schedule of prices offered by this Company at the end of the year for silver-cobalt ores:—

American Smelting and Refining Co's Schedule. For Ores Assaying under 1,500 ozs. Per Ton.

Silver.—Pay for ninety-three per cent. of the silver contents at the New York quotations as given by Messrs. Handy and Harman to Western Union Telegraph Company, on the thirtieth day after agreement of assays.

Working Charge.—Nine dollars per ton of two thousand pounds dry weight, plus one-half cent per ton of each ounce of silver contained.

Arsenic.—Should arsenic be contained in excess of five per cent., an addition to the working charge will be made at the rate of twenty-five cents per dry ton for each per cent. of arsenic in excess of five per cent.

Insoluble Matter.—An addition to the working charge will be made at the rate of seven cents per dry ton for each per cent. of insoluble matter contained in excess of iron.

Payments of net proceeds of shipments will be made on the thirtieth day after date of agreement of assays.

Ores Assaying 1,500 Ounces per Ton or Over.

These ores will be treated at the Perth Amboy plant by the coupelling process, separately from any other ores, in the presence of the shipper's representative, making payment immediately on production, for all of the silver recovered in silver bars at the New York quotation prevailing on date of production of bars, as given by Messrs. Handy & Harman to Western Union Telegraph Company.

All by-products recovered during the process, such as slags, test bottoms, etc., will be sampled in the presence of the seller's representative, and ninety-eight per cent. of the silver contents of same will be paid for on the basis of assays arrived at by averaging the smelter's results with those of the seller's representative, providing the differences are not unusual: payment being made on the thirtieth day after date of agreement of assay and at the quotation prevailing on that date; any unusual differences in assays to be adjusted by umpiring in the usual manner.

Working Charge.—$125.00 per ton of 2,000 pounds of ore dry weight plus one per cent. per ounce of silver paid for.

On ores running under 1,500 and above 400 ounces per ton the shipper is advised to consign through Messrs. Ledoux & Company's works at Bergen Junction, with privilege of sampling in transit. At any sampling or other operations at Perth Amboy plant the seller is entitled to have a representative present.

The freight rate on ore from Cobalt to Perth Amboy, N.J., is $10.20 per ton.

Some of the comparatively low grade ores proved suitable for mixing with certain western ores, and for this reason towards the end of the year a considarable tonnage of these ores was shipped to the American Smelting and Refining Company's works at Denver, Colorado. A reduction was made in the smelting charge to offset the increase in freight rates.

The following companies were also occasional buyers of silver-cobalt ores during the year:—

Balbach Smelting and Refining Company, works at Newark, N.J.

United States Smelting, Refining and Mining Co., Chrome, N.J.

Pennsylvania Smelting Co., Carnegie, Pa.

Progress during the year 1907.

Not only have the old shippers increased their shipments during the year, but the number of shipping mines has been increased by ten, making a total of twenty-nine, and notwithstanding the fact that some of these only shipped small quantities, the increase is noteworthy. It is all the more satisfactory when it is remembered that the shipments for several months were curtailed on account of labor troubles and also that they increased towards the end of the year in the face of a falling price of silver.

The average monthly price of silver in refined ounces in New York is given in the following table, taken from the *Engineering and Mining Journal*:—

Month.	*Average Price.*
January	68,673
February	68,835
March	67.519
April	65,462
May	65.981
June	67,090
July	68,144
August	68,745
September	67,792
October	62.435
November	58.677
December	54,565

The average price for the year 1907 was 65.327, the highest price being 70.125 cents on January 3rd, and the lowest 52.5 cents on December 21st.

Most of the mines now have machinery installed and development work can be pushed with greater rapidity. The following table is a fair index of the advance in this line:—

Table 6.

Horse power boiler capacity of the Cobalt camp at end of

Year.	*H.P.*
1904	Zero
1905	150
1906	3,406
1907	7,918

The mines of the district now have 74 steam plants and two gas producer plants, and in connection with these are 51 compressor plants, as compared with 20 at the end of 1906.

A favorable result of the installation of this machinery is that more development than formerly is being done per ton of ore shipped, and there is to-day more ore blocked out than there was a year ago.

Concentration.

From the very opening of the Cobalt District it was realized that the problem of treating the low grade ores would form a very important feature in its industrial future. Nearly every mining school and testing laboratory on the continent has run small mill-tests on the ore, and from the information thus gathered mills have been designed. There are six mills in the camp, four mine mills being in active operation, and two custom mills nearing completion.

They belong to the following companies:—

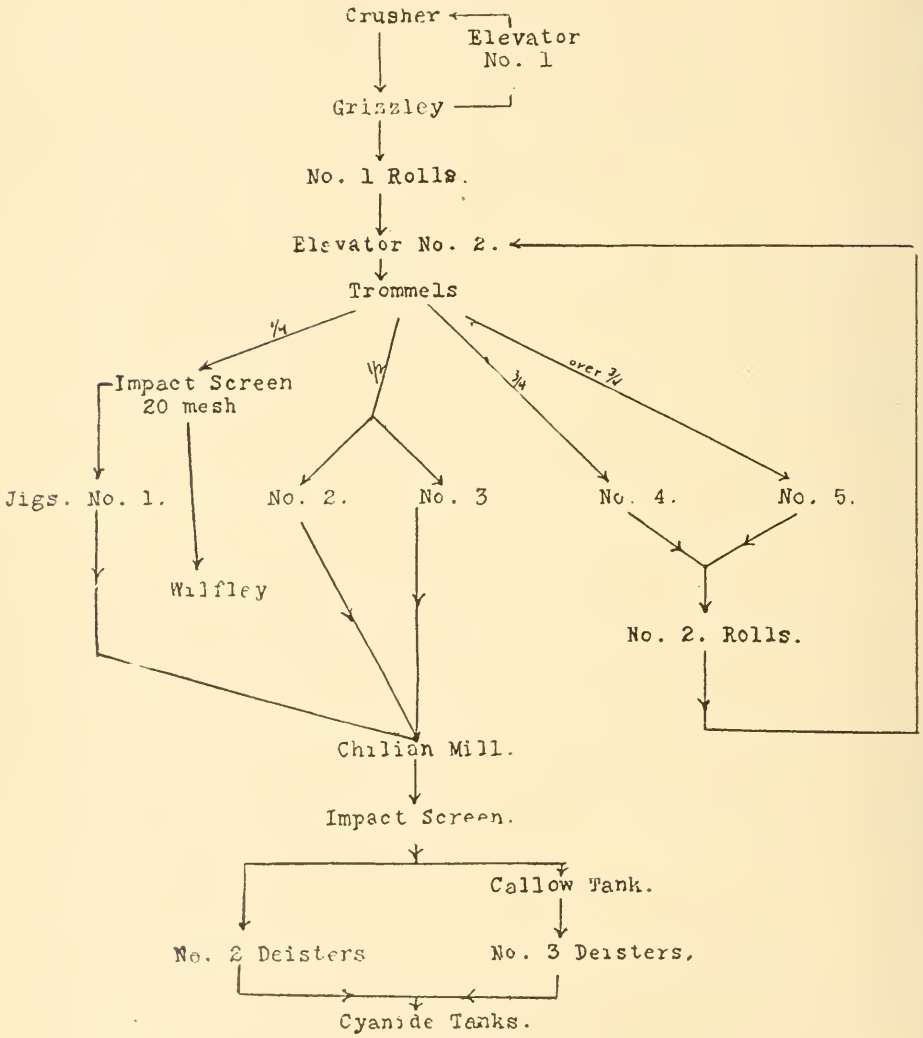
Mine Concentrators.—(1) The Buffalo Mines Company, Limited.
(2) Standard Cobalt Mines, Limited (Cobalt Central).
(3) Coniagas Mining Company.
(4) McKinley-Darragh-Savage Mines of Cobalt, Limited.

Custom Concentrators.—(5) Muggley Concentrators, Limited.
(6) Cobalt Concentrators, Limited.

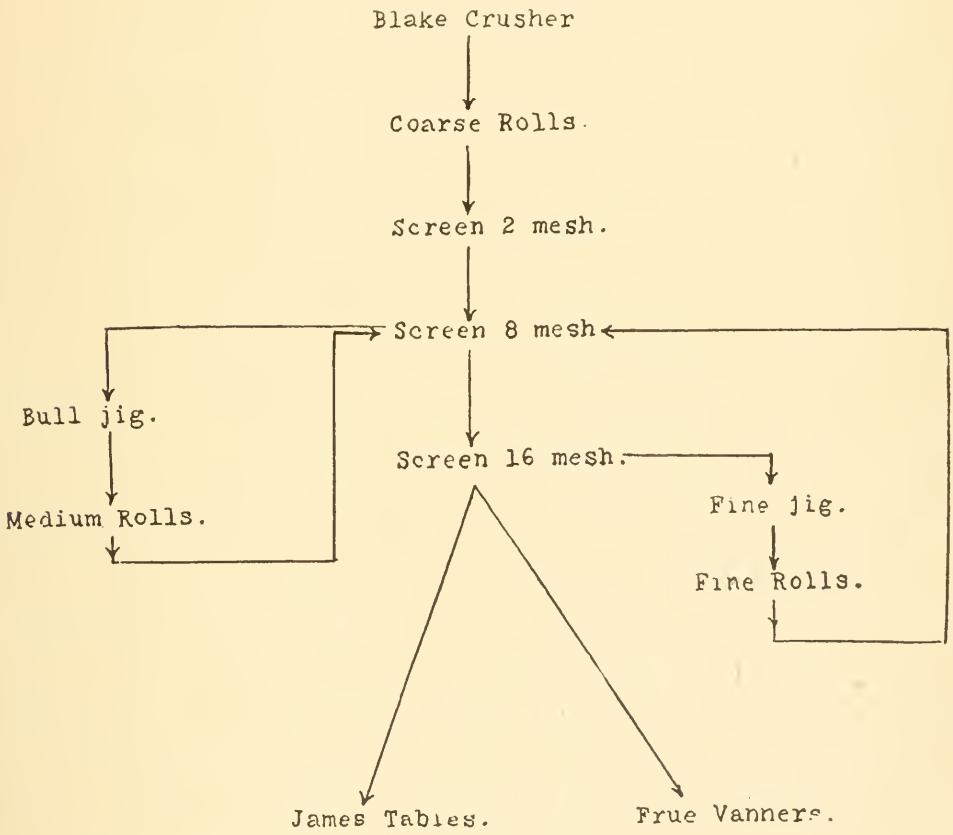
All use water concentration with the exception of the Cobalt Concentrators, Limited, which is installing a pneumatic process plant.

The following flow-sheets illustrate in outline the general methods of concentration adopted.

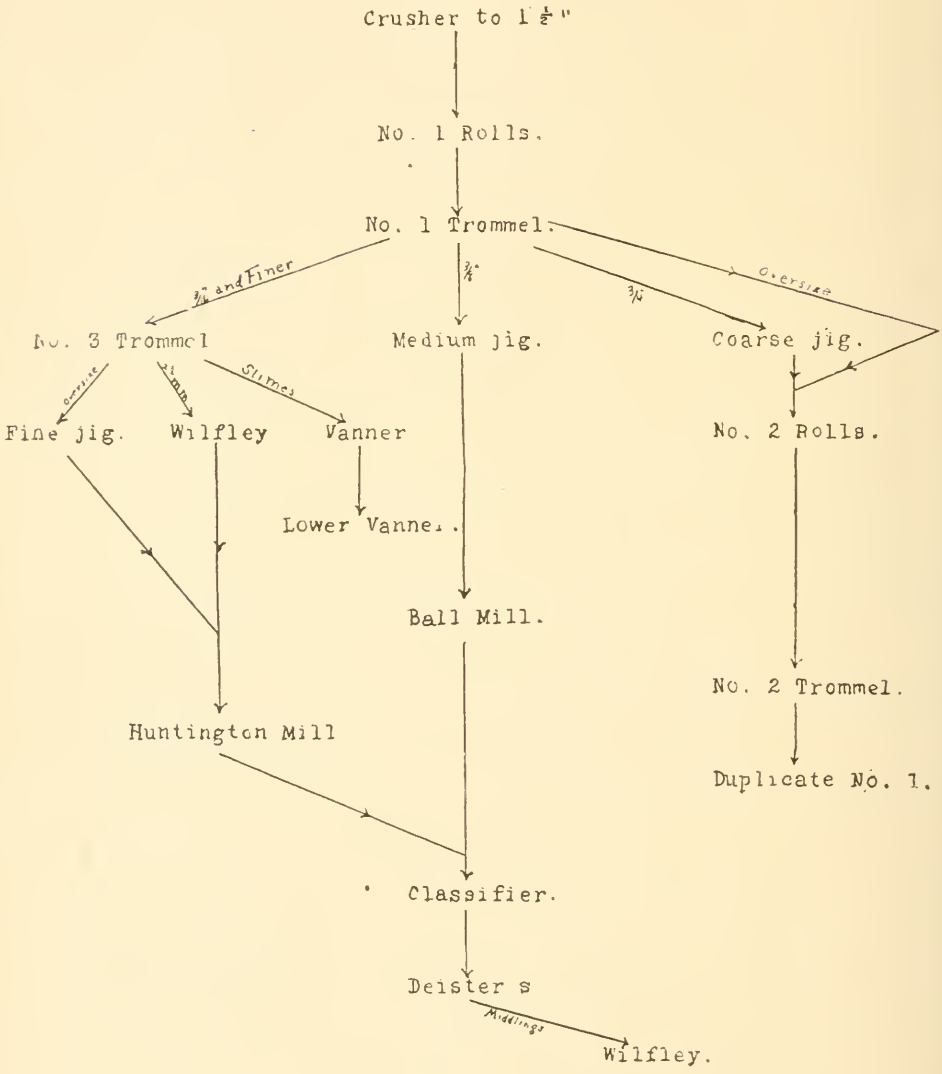
(1) Buffalo Concentrator.



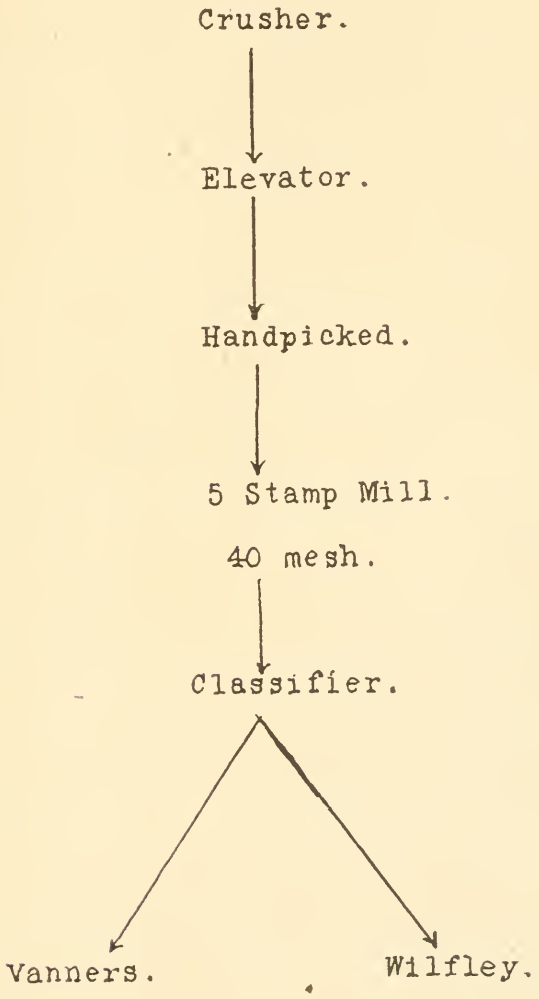
(2) Cobalt Central Concentrator.



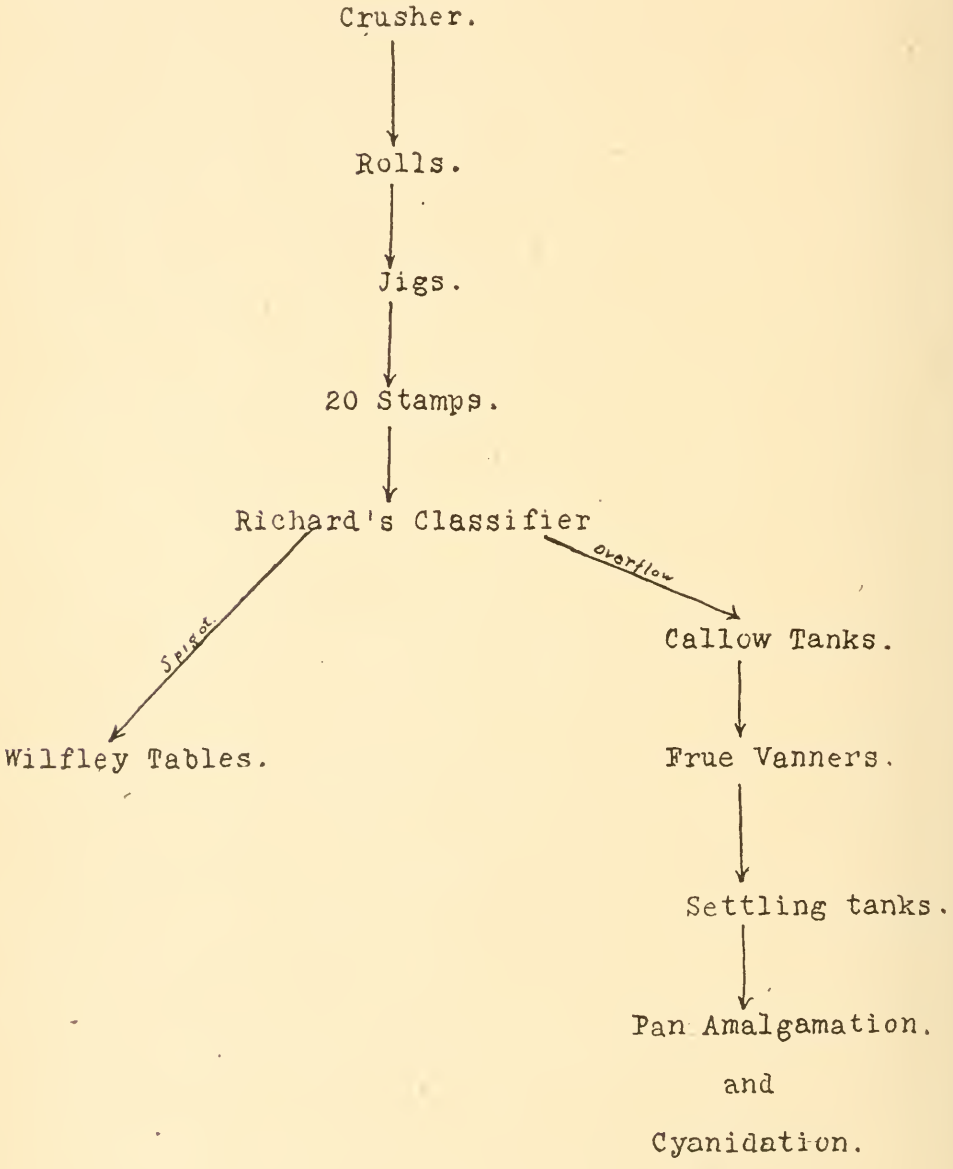
(3) Coniagas Concentrator.



(4) McKinley-Darragh Concentrator.



(5) Muggley Concentrator.



(5). MUGGLEY CONCENTRATORS, LIMITED.

This company has a mill almost ready to start operations and is contracting for ore on a tariff of which the following is an outline:—

On ore yielding.				Pay.			
20 to 60	ounces	silver,	per ton, crushed,	50%	net silver	value.	
60 to 80	"	"	"	55%	"	"	
80 to 100	"	"	"	60%	"	"	
100 to 125	"	"	"	65%	"	"	
125 to 150	"	"	"	70%	"	"	
150 to 175	"	"	"	75%	"	"	
175 up	"	"	"	80%	"	"	

By net silver value above is meant the gross silver value less smelting charges.

LEASES.

During 1907 the following mining companies operated on a royalty basis on mineral lands owned and leased by the Temiskaming and Northern Ontario Railway Commission.

(1) City of Cobalt Mining Company.
(2) Cobalt Townsite Mining Company.
(3) Nancy Helen Mines, Limited.
(4) Railway Reserve Mines, Limited.
(5) Right of Way Mining Company.
(6) Wright Mining Company.
(7) Jack Pot Silver Mining Co., Limited.

1. City of Cobalt Mining Company.

With the exception of 44 feet of shallow shafts all the underground work has been concentrated on No. 1 shaft, and here a small but complete plant has been erected.

The equipment consists of a: 5 H.P. boiler, ⅓ drill rand compressor, 1-6 x 8 double cylinder rand hoist, with drills, pumps, etc.

No. 1 shaft is now down 134 feet, and a level at a depth of 65 feet has 388 feet of drifting on it. The shaft as well as some of the drifts yielded ore and during November two cars were shipped to the American Smelting & Refining Company's works at Perth Amboy, N.J., containing the following:—

——	Tons.	Silver ounces, per ton.
	(2,000 lbs.)	
Screenings	20.99	115.79
Second grade	10.05	259.35
First grade	18.28	3,308.38
Total	49.32	

Surface prospecting was carried on by trenching of which about 7,000 feet was run of an average depth of 5 feet.

2. Cobalt Townsite Mining Company.

Three shafts have been sunk on this property No. 1, 121 feet, No. 2, 45 feet, and No. 3, 22 feet deep. The advance for the year was mostly in connection with No. 1 shaft, and was as follows:—

Shaft sinking	120 feet.
Drifting	295 "
Cross cutting	146½ "
Raising	40 "

Two levels are being developed from No. 1 shaft, the first at a depth of 55 feet, and the second at 112 feet. Considerable stopping was done on the first level and this supplied the tonnage of ore shipped.

980 feet of surface trenching was also run of an average depth of 4 feet 4 inches.

The surface improvements consist of the following:—

One boiler house containing:

1 Jenckes Standard 100 H.P. horizontal tubular boiler; 1 Rand Standard, straight line, steam driven, class C; 6 drill air compressor.

1 Jenckes double cylinder, single drum hoisting engine 6 x 8. The rest of the equipment consists of a 5 x 5 hoisting engine, drills, pumps, etc.

A shaft rock house has been erected over No. 1 shaft, and the remainder of the plant consists of assay office, powder house, blacksmith shop, sleep camp, office and cookery, stables, sheds, etc.

To the end of year 1907 the Cobalt Townsite Mining Company had made the following shipments:—

Date.	Tons. (2,000 lbs.)	Silver ozs., per ton.	Cobalt per cent.
January 21	22.88	449.10	3.60
March 28	21.52	316.35	1.80
May 3	19.39	312.55	2.01
August 19	31.73	260.70	2.24
October 11	20.95	408.05	3.28
November 28	20.80	662.45	4.70

Several small shipments were also made for experimental purposes.

3. Nancy Helen Mines.

At the end of 1906 the only underground work on this property was a shaft 76 feet deep. During 1907 this was sunk to a depth of 120 feet. At 100 feet deep a level was started and 84 feet of drifting run.

The plant consists of: power house, shaft and rock houses, hoist house, blacksmith shop, office, boarding camp, etc.

Power is supplied by a Weber Twin Producer-Gas Plant, each producer having a capacity of 100 H.P. This operates a Weber 100 H.P. producer-gas engine. One half of a Rand 12 drill Air Compressor has been installed which runs a Jenckes 8 x 10 hoist, as well as pumps and drills. A 25 H.P. boiler supplies steam heat to the buildings.

A shipment of 30 tons of ore was made in December to the Smelter at Copper Cliffe, Ontario.

4. Railway Reserve Mines, Limited.

A large amount of surface trenching was accomplished by this company during the year, and several shallow shafts sunk.

5. Right of Way Mining Company.

This mine is worked from two shafts called Nos. 1 and 2.

Shaft No. 1 is situated about 1,000 feet north of the northern end of Cobalt Lake, while No. 2 shaft is about 600 feet farther south.

The only underground work done during 1906 was the sinking of No. 1 shaft, 28 feet.

During 1907 the following advance was made:—

	Drifting.	Cross cutting.	Sinking.
Shaft No. 1	274	27	48
Shaft No. 2	....	124	140
Total for 1907	274	151	181
Total for 1906	...	....	28
Total to end of 1907	274	151	216

During the year the mine was equipped with the following machinery:—

2, 100 H.P. boilers, Ames Iron Works, Canada Foundry Company.

1, 8 drill, Cross Compound, two stage air compressor, Ingersoll Sergeant.

1 Double drum $8\frac{1}{4}$ x 10 Lidgerwood Hoist.

1, 5 x 6 Robb Armstrong vertical high speed engine for running.

6 K.W. Bullock Generator for lighting purposes.

The buildings consist of: Shaft house, rock house, boiler and engine house, blacksmith shop, store house, office, sleeping and dining camp.

The following shipments have been made to date from this mine:—

Date.	Tons. (2,000 lbs.)	Silver ozs, per ton.	Cobalt per cent.
1906—Dec. 21	20.92	397.9	2.20
" 21	24.56	3,177.0	7.03
1907—June 11	34 79	2,662.2	6.38
" 12	27.52	550.1	2.23
Dec. 14	25.94	284.4	2.36
" 14	34.90	2,834.7	6:96

Several small lots have also been shipped for test purposes.

6. Wright Mining Company.

This property was lying idle till late in the autumn when it was taken over by the Standard Cobalt Mines, Limited, and work recommenced.

The total underground work done on the claim at the end of the year consisted of two shafts, aggregating 104 feet, and 13 feet of drifting. There are also several shallow pits and considerable surface trenching. No. 2 shaft on which the work is being pushed at present has a depth of 77 feet, and at this level a drift has been started.

The work is being done by hand with a horse-whim for hoisting.

7. Jack Pot Silver Mining Company, Limited.

This Company operating on town lot No. 411 in the town of Cobalt did a little prospecting work consisting of the sinking of a shaft 50 feet deep, from the bottom of which a drift 20 feet long was run.

Night Hawk Lake.

Topography.—The country surrounding this lake is uniformly low-lying, 40 to 50 feet above the lake level being a maximum. There is a heavy clay overburden, and rock exposurers are infrequent, and almost always along the water edge. The bush is green so that practically all the prospecting done is along the water fronts.

Geology.—The formation is Keewatin, and the rocks are mostly greenstones and old diabase. The only location in this section on which much work has been done is on a small island known as Golden Island, situated in the northeast part of the lake. Good cabins are being erected here, two shafts being sunk, and preparations are being made for continuous development during the winter. When I visited this property (6th Oct., 1907), the working force consisted of 13 men.

On this island streaks of white quartz run through a brownish rock, resembling a quartzite, but often high in lime, in many places running into bands of calcite usually of a bright green color. These rocks appear to have been derived by alteration from very impure Keewatin limestones. Similar rocks are found in connection with the auriferous deposits of Larder Lake. Some pockets rich in gold have been located on this island, and the enclosing rocks show at least a trace of gold.

The same rock formation that is found on Golden Island occurs on the adjacent main land.

On account of the heavy overburden of clay it will take years to thoroughly prospect this district.

REPORT OF PHYSICIAN B. FIELD, M.D., NEW LISKEARD, ONT., YEAR AS OF DECEMBER 31st, 1907.

During this period there was no epidemic, and were a less number of ailments than the previous year, owing principally to the smaller number of men employed.

Nine cases of typhoid developed during the year, but the camps were thoroughly disinfected, and the disease spread no further.

The following is a list of the several diseases treated:—

Surgical and Accidental Cases:—	
Dynamite accidents	3 killed, 2 injured, recovery.
Drowned	1 case.
Railway accidents	3 killed.
Burns	3 recovered.
Crushed feet	2 recovered.
Fractured legs	2 made good recovery.
Orchitis, due to injury	1 case, good recovery.
Abscess of the jaw	2 cases, made good recovery.
Medical Cases:—	
Pneumonia	3 cases, recovery.
Typhoid	9 cases, 1 death.
Dysentery	5 cases, recovery.
Pleurisy	1 case, recovery.
Perforation of bowel	1 case, death.

All the above cases were treated at my hospital, New Liskeard.

There were also a number of cases suffering from minor ailments, such as tonsilitis, bronchitis, acabies, rheumatism, etc., which were attended to by my assistants on the line, all of which did well.

REPORT OF PHYSICIAN W. H. HARRIS ON McRAE, CHANDLER & McNEIL CONTRACT, YEAR 1907.

The following cases have been treated during 1907, in the hospital on construction at Driftwood, as indoor patients:—

Bronchitis	4	all recovered.
Tonsilitis	4	"
Pneumonia	6	"
Pleurisy	6	"
Typhoid	7	six recovered.
Rheumatism	6	all recovered.
Sepsis	6	"
Fracture of hip	1	recovered.
Fracture of leg	2	"
Fracture of forearm	2	"

The cases of typhoid occurred in recent arrivals at the camp, and it is our opinion that they had contracted the disease before coming to Driftwood. One of these patients died, also one man was accidentally killed on the works.

CONTRACT FOR CONSTRUCTION, KERR LAKE BRANCH.

This Indenture, made the sixteenth day of February, one thousand nine hundred and seven. Between John R. McQuigge and Robert A. Hunt, both of Arnprior, trading together under the firm name of McQuigge & Hunt, hereinafter called the Contractors, and The Temiskaming and Northern Ontario Railway Commission, hereinafter called the Commission.

Witnesseth, that in consideration of the covenants and agreements on the part of the Commission hereinafter contained, the Contractors covenant and agree with the Commission as follows:—

1. In this contract the word "work" or "works" shall, unless the context require a different meaning, mean the whole of the work and materials, matters, and things required to be done, furnished and performed by the contractor under this contract. The word "Engineer" shall mean the Chief Engineer for the time being appointed by the Commission, and having control over the work; and "the Consulting Engineer" shall mean the Consulting Engineer with reference to said work from time to time appointed by the Commission whether such Consulting Engineer shall or shall not be a member of said Commission.

2. Wherever in this Indenture the contractors or the Commission is mentioned or referred to, such mention or reference shall extend to, and be binding upon the executors, administrators, successors, and assigns of the said parties respectively.

3. The contractors will, at their own expense provide all, and every kind of labor machinery, and other plant materials, articles and things, whatsoever necessary for the due execution and completion of all and every the works set out or referred to in the accepted tender and in the specifications hereunto annexed and set out or referrd to in plans and drawings prepared and to be prepared for the purposes of the work and will execute fully and complete the respective portions of such works, and deliver the same complete to the Commission on or before the thirty-first day of July, 1907; the said works to be constructed of the best materials of their respective kinds and finished in the best and most workmanlike manner in the manner required by and in strict conformity with the specifications and the drawings relating thereto and the working or detail drawings which may from time to time be furnished (which said specifications, tender plans and drawings are hereby declared to be part of this contract), and to the complete satisfaction of the Engineer, and of the Consulting Engineer.

4. Time shall be deemed to be material and of the essence of this contract. The contractors shall forthwith commence work, and shall proceed diligently therewith at the rate required by the Engineer, and shall complete the work including extras and alterations, and notwithstanding any delay or hindrance by the Commission to the satisfaction of the Engineer. and the Consulting Engineer by the said date as mentioned and set out in Clause 3, or by such other date as on the written application of the contractors for an extension of time the Engineer may in writing substitute, and in default shall pay to the Commission by way of liquidated damages the sum of twenty-five dollars for each day which may elapse after the said date mentioned in clause 3, or the date expressly substituted therefor in manner aforesaid by the Engineer before the whole work shall be so completed and delivered.

5. The Engineer shall be at liberty at any time either before the commencement or during the construction of the works or any portion thereof to order any extra work to be done and to make any changes which he may deem expedient in the dimensions, character, nature, location or position of the works or any part or parts thereof or in any other things connected with the works, whether or not such changes increase or diminish the work to be done or the cost of doing the same and the contractors shall immediately comply with all requisitions of the Engineer in that behalf and shall commence and complete the work so ordered to be done within the time specified by the Engineer, but the contractors shall not make any change in or addition to or omission or deviation from the work, and shall not be entitled to any payment for any change, addition, omission, deviation, or any extra work unless such change, addition, omission, devi-

ation, or extra work shall have been first directed in writing by the Engineer and notified to the contractors the decision of the Engineer as to whether such change or deviation increases or diminishes the work shall be final and the contractors shall only be allowed at the same rates as per their tender attached for such additional work if any, and in case any work shall be required to be done by the contractors which in the opinion of the Engineer shall not fall within any of the classes of work enumerated in the said tender, the Engineer may from time to time if he sees fit, instead of requiring any such work to be done by day labor as mentioned in clause 82 of the specifications, fix the amount to be paid in respect thereof, and his decision in that behalf shall be final and the obtaining of his decision in writing shall be a condition precedent to the right of the contractors to be paid therefor. If any such change or alteration constitutes in the opinion of the said Engineer a deduction from the works, his decision as to the amount to be deducted on account thereof shall be final and binding.

6. All the clauses of this contract shall apply to any changes, additions, deviations or extra work in like manner and to the same extent as to the works tendered for, and no changes, additions, deviations or extra work shall annul or invalidate this contract.

7. If any change or deviation in or omission from the works be made by which the amount of work to be done shall be decreased, no compensation shall be claimable by the contractors for any loss of anticipated profits in respect thereof.

8. The Engineer shall be the sole judge of the work and material in respect of both quantity and quality, and his decision on all matters in dispute with regard to work or material shall be final; provided, however, that he shall have the right to consult the Consulting Engineer and to associate the Consulting Engineer with him in the decision of any such question or questions from time to time, and no works or extra or additional works shall be deemed to have been executed nor shall the contractor be entitled to payment for the same unless the same shall have been directed in writing as hereinbefore provided and executed to the satisfaction of the Engineer as evidenced by his certificate in writing, which certificate shall be a condition precedent to the right of the contractor to be paid therefor.

9. It is hereby distinctly understood and agreed that the respective portions of the work set out or referred to in the schedule of prices or tender to be paid for the different kinds of works mentioned include not only the particular kinds of work or material mentioned in the said list or schedule, but also all and every kind of work, labor, tools and plant, materials and things whatsoever necessary for the full execution and completing ready for use of the respective portions of the works mentioned in the list or schedule to the satisfaction of the Engineer, but if it be found that anything has been omitted or mis-stated in said list or specifications which is necessary for the proper performance and completion of any part of the works included in said list or schedule the contractors will execute the same to the satisfaction of the Engineer as though it had been properly described, and the contractors shall be paid therefor as for extra work, and in case of dispute as to what work, labor, material, tools and plant are or are not so included, omitted or mis-stated in said list or schedule the decision of the Engineer shall be final and conclusive.

10. A competent foreman is to be kept on the ground during all the working hours to receive the orders of the Engineer, and should the person so appointed be deemed by the Engineer incompetent or conduct himself improperly he may be discharged by the Engineer and another shall at once

be appointed in his stead by the contractors; such foreman shall be considered as the lawful representative of the contractors and shall have full power to carry out all requisitions and instructions of the said Engineer, but this clause shall not relieve the contractors from the duty to personally superintend the work.

11. In case any material or other things in the opinion of the Engineer not in accordance with the said several parts of this contract or not sufficiently sound or otherwise unsuitable for the respective works be used for or brought to the intended works or any part thereof or in case any work be improperly executed, the Engineer may require the contractors to remove the same and to provide proper material or other things or properly re-execute the work as the case may be; and thereupon the contractors shall and will immediately comply with the said requisition, and if three days shall elapse and such requisitions shall not have been complied with, the Engineer may cause such material or other things or such work to be removed and in any such case the contractors shall pay to the Commission all such damages and expense as shall be incurred in the removal of such material, materials or other things or of such work, or the Commission may retain and deduct the amount of such damages and expenses from any amounts payable to the contractors.

12. All machinery and other plant, material and supplies whatsoever provided by the contractors for the works hereby contracted for and not rejected under the provisions of the last preceding section shall from the time of their being so provided become and until the final completion of the said work be the property of the Commission for the purposes of the said works and the same shall on no account be taken away or used or disposed of except for the purposes of the said works without the consent in writing of the Engineer, and the Commission shall not be answerable for any loss or damage whatsoever which may happen to such machinery or other plant, material or supplies, provided always that upon the completion of the works and upon payment by the contractors of all such monies if any as shall be due from them to the Commission, such of the said machinery and other plant, materials and supplies as shall not have been used and converted in the works and shall remain undisposed of, shall upon demand be delivered up to the contractor in the condition in which they then may be.

13. If the Engineer shall at any time consider the number of workmen, horses or quantity or quality of machinery or other plant or the quantity of proper materials respectively employed or provided by the contractors on or for the said works to be insufficient or inadequate for the advancement thereof towards completion within the limited time or that the works are or some part thereof is not being carried on with due diligence, then in every such case the said Engineer may by written notice to the contractors require them to employ or provide such additional or other workmen, horses, machinery or other plant or materials as the Engineer may think necessary, and in case the contractors shall not thereupon within six days or other such longer period as may be fixed by any such notice in all respects comply therewith, then the Engineer may either on behalf of the Commission, or if he sees fit may as the agent of and on account of the contractors, but in either case at the expense of the contractors, provide and employ such additional or other workmen, horses, machinery and other plant or any portion thereof or such additional or other materials respectively as he may think proper and may pay such additional workmen such wages and for such additional horses, machinery or other plant and materials respectively such prices as he may think proper and all such wages and prices respectively shall thereupon at

once be repaid by the contractors or the same may be retained and deducted out of any sum that may then or thereafter be or become due from the Commission to the contractors, and the Commission may use in the execution or advancement of the said works not only the horses, machinery and other plant and materials so in any case provided by anyone on its behalf, but also all such as may have been or may be provided by or on behalf of the said contractors.

14. In case the contractors shall make default or delay in diligently continuing to execute or advance any of the works to be performed under this contract to the satisfaction of the Engineer or shall make default in commencing any portion or portions of the work or completing the same within the periods specified by the Engineer as provided for in section 3 of this contract, and such default and delay shall continue for six days after written notice in writing shall have been given by the Engineer to the contractors requiring them to put an end to such default or delay or in case the contractors shall become insolvent or shall without the written consent of the Commission make an assignment of this contract or shall without the written consent of the Engineer make any sub-contract or neglect personally to superintend the works, or if the contractors do not give access to and allow inspection of and the making extracts from pay rolls, books and vouchers from time to time to the Engineer or the Commission or any person or persons from time to time instructed by the Engineer or by the Commission in that behalf so that the said Engineer may satisfy himself of the due observance by the contractors and by all sub-contractors of all the provisions of this contract, and especially of the provisions of clause 20, and the Commission may satisfy itself from time to time of the due observance by the contractors and by all sub-contractors of the provisions of clause 21, or if the said contractors or any sub-contractors are, in the opinion of the Engineer, who shall be the sole and final judge thereof, guilty of any violation of any of the provisions of clause 20, or if the said contractors or any sub-contractors are in the opinion of the Commission, who shall be the sole and final judge thereof, guilty of any violation of any of the provisions of clause 21, then and in any of such cases the Commission may take all the work under this contract out of the contractors' hands and employ such means as it may see fit to complete the work embraced in the contract, and in such case the contractors shall have no claim for any further payment in respect of the work performed, but all things done and means employed under this section by the Commission shall be as binding on the contractors as if the things done and means employed had been done and employed by them under this contract, but the contractors shall nevertheless remain liable for all loss and damage which may be suffered by the Commission by reason of the non-completion by the contractors of the works and no question or claim shall be raised or made by the contractors by reason or on account of the ultimate cost of the work so taken over proving greater than in the opinion of the contractors it should have been; and all materials and things whatsoever and all horses, machinery and other plant provided by the contractors for the purposes of the works shall remain and be considered as the property of the Commission for the purposes and according to the provisions and conditions contained in the twelfth section of this contract. And the Commission may at its option sell or otherwise dispose of the whole or a portion of such materials and things whatsoever, horses, machinery and other plant, and may retain the proceeds of such sale or disposition or a sufficient part thereof on account of or in satisfaction of any loss which it may have sustained by reason aforesaid.

15. The contractors shall be at the risk of and shall bear all loss or damage whatsoever which may occur to the works or any of them until the same be fully and finally completed and delivered up to and accepted by the Commission; and if any such loss or damage occur before such final completion, delivery and acceptance the contractors shall immediately at their own expense repair, restore and re-execute the work so damaged so that the whole works or the respective parts thereof may be completed within the time hereby limited.

16. The contractors shall not have nor make any claim or demand or bring any action or suit against the Commission for any damage which they may sustain by reason of any delay in the progress of the work.

17. The contractors shall not, without the written consent of the Commission previously had and obtained, make any assignment of this contract and no consent or approval of the Engineer of a contract to sub-let any portion of this work as provided for in clause 84 of the specifications shall be valid or binding unless in writing signed by the said Engineer.

18. The contractors shall provide medical aid, hospital accommodation and mail service as required by said specifications all to the satisfaction of the Engineer, and shall from time to time make such changes in the medical staff, hospital accommodation and mail service as shall be required by the Engineer, and if at any time the Engineer shall report to the Commission that there has been any failure or default on the contractor's part in supplying such medical aid, hospital accommodation and mail service, or in making any such changes required by the Engineer, the Commission may take such steps and do such acts and procure, engage or provide such assistance, accommodation or service as to the said Commission shall seem necessary in the premises and shall be entitled to charge all expenses thereof and incident thereto to the contractors and to deduct same from time to time from the payments falling due to the contractors under the Engineer's certificates or otherwise.

19. The contractors shall be responsible for all damages claimable by any person or corporation whatsoever in respect of any injury to persons or to lands, buildings or other property or in respect of any infringement of any right whatsoever occasioned in their carrying on of the said works or by any neglect or misfeasance or nonfeasance on his part, and shall and will at his own expense make such temporary provisions as may be necessary for the protection of persons or of lands, buildings or other property, or to prevent the interruption of the traffic on any public or private road or for the uninterrupted enjoyment of all rights of persons or corporations in and during the performance of the said works.

20. In case any sum due for the labor of any foreman, workman, or laborer, or for the use of any horses or other animals or wagons or other plant employed upon or in respect of the said works or any of them or the price of any materials or supplies purchased for the said work remains unpaid the Engineer may notify the contractors to pay such sum, and if two days elapse and the same be not paid the Commission may pay such sum and the contractors covenant with the Commission to repay at once any and every sum so paid, and if the contractors do not repay the same within two days the Commission may deduct the amount or amounts so paid by it from any sum that may then or thereafter be or become due by the Commission to the contractors.

21. The contractors shall in connection with the whole of the said work as far as practicable use only material, machinery plant supplies, and rolling stock manufactured or produced in Canada, provided same can be obtained as cheaply, and upon as good terms in Canada as elsewhere, having regard to

quality and price, and shall not at any time in connection with the construction of the said railway, or works, or any other matter arising out of or connected with this contract, employ any person or persons in contravention of The Alien Labor Act or the provisions of The Railway Act of Ontario respecting the employment of alien labor, and shall pay to all workmen, laborers, and other servants employed in or about the construction of the said railway and works, and every other matter arising out of or connected with this contract, such rates of wages as may be currently payable to workmen, laborers, and servants engaged in similar occupations in the district in which such railway and works are to be constructed, and shall be responsible for the observance by all sub-contractors on their part of the provisions of this clause. And in the event of the Commission who shall be sole absolute and final judge of such matters being satisfied at any time that the contractors or any sub-contractor have been guilty of any violation of any of the provisions of this clause, the Commission shall have the right from time to time and as often as it shall be satisfied that any such violation has taken place, to withhold all payments from the contractors until any such violation of any of the provisions of this clause shall, in the opinion of the Commission, have ceased, and until such amends as the Commission may require shall have been made for all such violations, and on being notified by the Commission of any such violation, it shall be the duty of the engineer to withhold all certificates from the contractors until the Commission shall be satisfied that such violation has ceased, and until amends shall have been made to the satisfaction of the Commission as aforesaid.

22. The Commission shall be at liberty to send workmen on the premises to do work not compromised in the contract, and the contractors shall afford them all reasonable facilities to the satisfaction of the engineer.

23. Any notice or other communication mentioned in this contract, or in the specifications, to be notified or given to the contractors, shall be deemed to be well and sufficiently notified or given if the same be left at the contractors' office on the works, or mailed in any post office to the contractors or foreman, addressed to the address mentioned in this contract or to the contractors' last known place of business.

24. Cash payments equal to about ninety per cent. of the value of the work done approximately made up from the returns of progress measurements and computed at the prices agreed upon or determined under the provisions of this contract, will be made to the contractors monthly on the written certificate of the engineer, that the work for and on account of which the certificate is granted has been done and stating the value of such work computed as above mentioned, and the said certificate shall be a condition precedent to the right of the contractors to be paid the said ninety per cent. or any part thereof. The remaining ten per cent. shall be retained until the final completion of the whole work to the satisfaction of the Engineer and Consulting Engineer, and until they shall be satisfied that all wages of all workmen, laborers, and servants of the said contractors, and of all sub-contractors under them as well as the price of all materials and supplies made, procured or provided for the said contractors, or for any of the sub-contractors, have been duly paid, whereupon the Engineer and Consulting Engineer shall give a joint final certificate accordingly, and such remaining ten per cent., or the balance payable to the contractors as found by the Engineer and Consulting Engineer, shall be paid to them by the Commission within forty days after the granting of such final certificate, and it is hereby declared that the written joint certificate of the Engineer and Consulting Engineer certifying to the final completion of the said works to their

satisfaction, shall be a condition precedent to the right of the contractors to receive or to be paid the said remaining ten per cent. or any part thereof.

25. It is intended that every allowance to which the contractors are fairly entitled will be embraced in the Engineer's monthly certificates; but should the contractors at any time have claims of any description which they consider are not included in the progress certificates, it will be necessary for them to make such claims in writing to the Engineer within thirty days after the date of the despatch to the contractors of each certificate in which he alleges such claims to have been omitted.

26. The contractors in presenting claims of the kind referred to in the last clause must accompany them with satisfactory evidence of their accuracy and the reason why they think they should be allowed. Unless such claims are thus made during the progress of the work within thirty days, as in the preceding clause, the contractors shall be forever shut out and shall have no claim on the Commission in respect thereof.

27. The progress measurements and progress certificates shall not in any respect be taken as binding upon the Engineer, or as final measurements, or as fixing final amounts; they are to be subject to the revision of the Engineer and Consulting Engineer in making up their final certificate, and they shall not in any respect be taken as an acceptance of the work or release of the contractors from the responsibility in respect thereof, but they shall, at the conclusion of the works, deliver over the same in good order, according to the true intent and meaning of this contract.

28. The Commission shall have the right to suspend operations from time to time at any particular point or points, or upon the whole of the works, and in the event of such right being exercised, so as to cause any delay to the contractors, then an extension of time equal to such delay or detention to be fixed by the Engineer shall be allowed them to complete the contract, but no such delay shall vitiate or avoid this contract, or any part thereof, or the obligation hereby imposed, or any concurrent or other bond or security for the performance of this contract, nor shall the contractors be entitled to any claim for damages by reason of any such suspension of operations, and at any time after operations have been suspended, either in whole or part, such operation may be again resumed, and again suspended and resumed as the Commission may think proper. And upon the contractors receiving written notice from the Engineer that the suspended operations are to be resumed, the contractors shall at once resume the operations and diligently carry on the same.

29. It is expressly declared and agreed that the Engineer be entitled from time to time in reference to all and every matter relating to this contract, to consult with, accept and act upon the advice of, and fully associate with him, as responsible for all decisions, the Consulting Engineer, whether such Consulting Engineer shall or shall not be a member of the Commission.

30. And the Commission in consideration of the premises hereby covenants with the contractors that the contractors from time to time, and in all respects having fulfilled the covenants and agreements herein contained, and on the contractors' part intended to be fulfilled, will be paid for and in respect of the works hereby contracted for the various sums which shall become payable hereunder.

31. It is distinctly declared that no implied contract of any kind whatsoever by or on behalf of the Commission shall arise or be implied from anything contained in this contract, including the said specifications, tender, plans and drawings, or from any position or situation of the parties

at any time, it being clearly understood and agreed that the express contracts, covenants, agreements and stipulations contained in these presents and in said specifications, tender, plans and drawings are, and shall be, the only contracts, covenants, agreements and stipulations upon which any rights against the Commission are to be founded, and it being further expressly agreed that in case of any discrepancy between there presents and anything contained in the said specifications, the provisions of these presents shall govern. In case of any discrepancy appearing at any time between the specifications, profiles, plans and drawings, and detailed drawings, or any of them, the contractors shall follow such one of them as the Engineer shall in writing direct.

As witness the hand and seal of the said contractors and the corporate seal of the said Commission under the hand of the proper officers in that behalf.

Signed, sealed and delivered,
In the presence of,
(Sgd.) H. J. Stewart.

(Sgd.) J. R. McQuigge. (Seal).
(Sgd.) R. A. Hunt. (Seal).

The Temiskaming and Northern Ontario Railway Commission.

(Sgd.) H. F. Macdonald,
as to signature of,
J. L. Englehart and
A. J. McGee.

(Sgd.) J. L. Englehart, *Chairman.* (Seal).
(Sgd.) A. J. McGee. *Secretary Treasurer.*

CONTRACT FOR CONSTRUCTION, CHARLTON BRANCH.

This Indenture made the thirtieth day of January, one thousand nine hundred and seven, between the Canadian Construction Company, Limited, hereinafter called the contractor, and the Temiskaming and Northern Ontario Railway Commission, hereinafter called the Commission.

Witnesseth that in consideration of the covenants and agreements on the part of the Commission hereinafter contained, the contractor covenants and agrees with the Commission as follows:—

1. In this contract the "work" or "works" shall unless the context require a different meaning, mean the whole of the work and materials, matters and things required to be done, furnished and performed by the contractor under this contract. The word "Engineer" shall mean the Chief Engineer for the time being appointed by the Commission and having control over the work; and the "Consulting Engineer" shall mean the consulting engineer with reference to said work from time to time appointed by the Commission, whether such Consulting Engineer shall or shall not be a member of said Commission.

2. Wherever in this indenture the contractor or the Commission is mentioned or referred to, such mention or reference shall extend to and be binding upon the successors and the assigns of the said parties respectively.

3. The contractor will at its own expense provide all and every kind of labor machinery and other plant materials, articles, and things whatsoever necessary for the due execution and completion of all and every the works

set out or referred to in the accepted tender, and in the specifications hereunto annexed and set out or referrd to in the plans and drawings prepared and to be prepared for the purposes of the work, and will execute fully and complete the respective portions of such work, and deliver the same complete to the Commission on or before the thirtieth day of June, 1907; the said works to be constructed of the best materials of their respective kinds, and finished in the best and most workmanlike manner in the manner required by and in strict conformity with the specifications and drawings relating thereto, and the working or detail drawings which may from time to time be furnished (which said specifications, tender, plans and drawings are hereby declared to be part of this contract), and to the complete satisfaction of the Engineer, and of the Consulting Engineer.

4. Time shall be deemed to be material and of the essence of this contract. The contractor shall forthwith commence work and shall proceed diligently therewith at the rate required by the Engineer, and shall complete the work, including extras and alterations, and notwithstanding any delay or hindrance by the Commission, to the satisfaction of the Engineer and the Consulting Engineer by the date mentioned in clause 3 hereof, or by such other date as on the written application of the contractor for an extension of time the Engineer may, in writing, substitute, and in default shall pay the Commission by way of liquidated damages the sum of twenty-five dollars for each day which may elapse after the said date mentioned in clause 3, or the date expressly substituted therefor in manner aforesaid by the Engineer before the whole work shall be so completed and delivered.

5. The Engineer shall be at liberty at any time, either before the commencement or during the construction of the works, or any portion thereof, to order any extra work to be done, and to make any changes which he may deem expedient in the dimensions, character, nature, location or position of the works or any part or parts thereof, or in any other things connected with the works whether or not such changes increase or diminish the work to be done or the cost of doing the same, and the contractor shall immediately comply with all requisitions of the Engineer in that behalf, and shall commence and complete the work so ordered to be done within the time specified by the Engineer, but the contractor shall not make any change in or addition to, or omission or deviation from the work, and shall not be entitled to any payment for any change, addition, omission, deviation or extra work, shall have been first directed in writing by the Engineer and notified to the contractor, and the decision of the Engineer, as to whether any such change or deviation increases or diminishes the work shall be final, and the contractor shall only be allowed at the same rates as per its tender attached for such additional work, if any, and in case any work shall be required to be done by the contractor which in the opinion of the Engineer shall not fall within any of the classes of work enumerated in the said tender, the Engineer may from time to time, if he sees fit, instead of requiring any such work to be done by day labor as mentioned in clause 82 of the specifications, fix the amount to be paid in respect thereof, and his decision in that behalf shall be final, and the obtaining of his decision in writing shall be a condition precedent to the right of the contractor to be paid therefor. If any such change or alteration constitutes, in the opinion of the said Engineer, a deduction from the works, his decision as to the amount to be deducted on account thereof shall be final and binding.

6. All the clauses of this contract shall apply to any changes, additions, deviations or extra work in like manner and to the same extent as to the works tendered for, and no changes, additions, deviations or extra work shall annul or invalidate this contract.

7. If any change or deviation in or omission from the works be made by which the amount of work to be done shall be decreased, no compensation shall be claimable by the contractor for any loss of anticipated profits in respect thereof.

8. The Engineer shall be the sole judge of the work and material in respect of both quantity and quality, and his decision on all matters in dispute with regard to work or material shall be final, provided, however, that he shall have the right to consult the Consulting Engineer, and to associate the Consulting Engineer with him in the decision of any such question or questions from time to time, and no works or extra or additional works shall be deemed to have been executed, nor shall the contractor be entitled to payment for the same, unless the same shall have been directed in writing as hereinbefore provided and executed to the satisfaction of the Engineer, as evidenced by his certificate in writing, which certificate shall be a condition precedent to the right of the contractor to be paid therefor.

9. It is hereby distinctly understood and agreed that the respective portions of the work set out or referred to in the schedule of prices or tender to be paid for the different kinds of works mentioned, include not only the particular kinds of work or material mentioned in the said list or schedule, but also all and every kind of work, labor, tools, and plant materials and things whatsoever necessary for the full execution and completing, ready for use, of the respective portions of the works mentioned in the list or schedule to the satisfaction of the Engineer, but if it be found that anything has been omitted or mis-stated in said list or specification which is necessary for the proper performance and completion of any part of the works included in said list or schedule, the contractor will execute the same to the satisfaction of the Engineer, as though it had been properly described, and the contractor shall be paid therefor as for extra work, and in case of dispute as to what work, labor, material, tools and plant are or are not so included, omitted, or mis-stated in said list or schedule, the decision of the Engineer shall be final and conclusive.

10. A competent foreman is to be kept on the ground during all the working hours to receive the orders of the Engineer, and should the person so appointed be deemed by the Engineer incompetent, or conduct himself improperly, he may be discharged by the Engineer, and another shall at once be appointed in his stead by the contractor; such foreman shall be considered as the lawful representative of the contractor, and shall have full power to carry out all requisitions and instructions of the said Engineer, but this clause shall not relieve the contractor from the duty to personally superintend the work.

11. In case any material or other things in the opinion of the Engineer not in accordance with the said several parts of this contract, or not sufficiently sound or otherwise unsuitable for the respective works, be used for or brought to the intended works or any part thereof, or in case any work be improperly executed, the Engineer may require the contractor to remove the same and to provide proper material or other things or properly re-execute the work as the case may be; and thereupon the contractor shall and will immediately comply with the said requisition, and if three days shall elapse and such requisitions shall not have been complied with, the Engineer may cause such material or other things or such work to be removed, and in any such case the contractor shall pay to the Commission all such damages and expenses as shall be incurred in the removal of such material, materials or other things or of such work or the Commission may retain and deduct the amount of such damages and expenses from any amounts payable to the contractor.

12. All machinery and other plant material and supplies whatsoever provided by the contractors for the works hereby contracted for, and not rejected under the provisions of the last preceding section, shall from the time of their being so provided, become, and until the final completion of the said work, be the property of the Commission for the purposes of the said works, and the same shall on no account be taken away or used or disposed of except for the purpose of the said works without the consent in writing of the Engineer, and the Commission shall not be answerable for any loss or damage whatsoever which may happen to such machinery or other plant, material or supplies, provided always that upon the completion of the works and upon payment by the contractor of all such moneys, if any, as shall be due from it to the Commission, such of the said machinery and other plant, materials and supplies as shall not have been used and converted in the works, and shall remain undisposed of shall, upon demand, be delivered up to the contractor in the condition in which they then may be.

13. If the Engineer shall at any time consider the number of workmen, horses, or quantity or quality of machinery or other plant, or the quantity of proper materials respectively employed or provided by the contractor on or for the said works to be insufficient or inadequate for the advancement thereof towards completion within the limited time, or that the works are or some part thereof is not being carried on with due diligence, then in every such case the said Engineer may by written notice to the contractor require it to employ or provide such addition or other workmen, horses, machinery or other plant or materials as the Engineer may think necessary, and in case the contractor shall not thereupon within six days or other such longer period as may be fixed by any such notice, in all respects comply therewith, then the Engineer may either on behalf of the Commission or, if he sees fit, may, as the agent of and on account of the contractor, but in either case at the expense of the contractor, provide and employ such additional or other workmen, horses, machinery, and other plant or any portion thereof, or such additional or other materials respectively, as he may think proper, and may pay such additional workmen such wages, and for such additional horses, machinery or other plant and materials respectively, such prices as he may think proper, and all such wages and prices respectively shall thereupon at once be repaid by the contractor, or the same may be retained and deducted out of any sum that may then or thereafter be or become due from the Commission to the contractor, and the Commission may use in the execution or advancement of the said works, not only the horses, machinery and other plant and materials so, in any case, provided by any one on its behalf, but also all such as may have been or may be provided by or on behalf of the said contractor.

14. In case the contractor shall make default or delay in diligently continuing to execute or advance any of the works to be performed under this contract to the satisfaction of the Engineer, or shall make default in commencing any portion or portions of the work, or completing the same within the periods specified by the Engineer as provided for in section 3 of this contract, and such default and delay shall continue for six days after notice in writing shall have been given by the Engineer to the contractor requiring him to put an end to such default or delay, or in case the contractor shall become insolvent, or shall, without the written consent of the Commission, make an assignment of this contract, or shall, without the written consent of the Engineer, make any sub-contract or neglect personally to superintend the works, or if the contractor does not give access to and allow inspection of, and the making extracts from pay rolls, books, and vouchers from

time to time to the Engineer or the Commission, or any person or persons from time to time instructed by the Engineer or by the Commission in that behalf, so that the said Engineer may satisfy himself of the due observance by the contractor, and by all sub-contractors, of all the provisions of this contract, and especially of the provisions of clause 20, and the Commission may satisfy itself from time to time of the due observance by the contractor, and by all the sub-contractors, of the provisions of clause 21, or if the said contractor, or any sub-contractor is, in the opinion of the Engineer, who shall be the sole and final judge thereof, guilty of any violation of any of the provisions of clause 20, or if the said contractor, or any sub-contractor is, in the opinion of the Commission, who shall be the sole and final judge thereof, guilty of any violation of any of the provisions of clause 21, then and in any such cases the Commission may take all the work under this contract out of the contractor's hands and employ such means as it may see fit to complete the work embraced in the contract, and in such case the contractor shall have no claim for any further payment in respect of the work performed, but all things done, and means employed under this section by the Commission, shall be as binding on the contractor as if the things done, and means employed had been done and employed by it under this contract, but the contractor shall nevertheless remain liable for all loss and damage which may be suffered by the Commission by reason of the non-completion by the contractor of the works, and no question or claim shall be raised or made by the contractor by reason or on account of the ultimate cost of the work so taken over, providing greater than in the opinion of the contractor it should have been; and all materials and things whatsoever, and all horses, machinery and other plant provided by the contractor for the purpose of the works shall remain and be considered as the property of the Commission for the purposes and according to the provisions and conditions contained in the twelfth section of this contract. And the Commission may at its option sell or otherwise dispose of the whole or a portion of such materials and things whatsoever, horses, machinery and other plant, and may retain the proceeds of such sale or disposition, or a sufficient part thereof on account of or in satisfaction of any loss which it may have sustained by reason aforesaid.

15. The contractor shall at the risk of, and shall bear all loss or damage whatsoever which may occur to the works or any of them until the same be fully and finally completed and delivered up to and accepted by the Commission; and if any such loss or damage occur before such final completion, delivery and acceptance, the contractor shall immediately at its own expense repair, restore and re-execute the work so damaged so that the whole works or the respective parts thereof may be completed within the time hereby limited.

16. The Contractor shall not have or make any claim or demand, or bring any action or suit against the Commission for any damage which it may sustain by reason of any delay in the progress of the work.

17. The contractor shall not without the written consent of the Commission previously had and obtained, make any assignment of this contract, and no consent or approval of the Engineer of a contract to sub-let any portion of this work as provided for in clause 84 of the specifications shall be valid or binding unless in writing signed by the said Engineer.

18. The contractor shall provide medical aid, hospital accommodation and mail service as required by the said specifications, all to the satisfaction of the Engineer, and shall from time to time make such changes in the medical staff, hospital accommodation and mail service as shall be required

by the Engineer, and if at any time the Engineer shall report to the Commission that there has been any failure or default on the contractors' part in supplying such medical aid, hospital accommodation and mail service, or in making any such changes required by the Engineer, the Commission may take such steps and do such acts and procure, engage or provide such assistance, accommodation or service as to the said Commission shall seem necessary in the premises, and shall be entitled to charge all expenses thereof and incident thereto to the contractor, and to deduct same from time to time from the payments falling due to the contractor under the Engineer's certificates or otherwise.

19. The contractor shall be responsible for all damages claimable by any person or corporation whatsoever in respect of any injury to persons or to lands, buildings or other property, or in respect of any infringement of any right whatsoever occasioned in their carrying on of the said works, or by any neglect or misfeasance or non-feasance on its part, and shall and will at its own expense make such temporary provisions as may be necessary for the protection of persons or of lands, buildings or other property, or to prevent the interruption of the traffic on any public or private road, or for the uninterrupted enjoyment of all rights of persons or corporations in and during the performance of the said works.

20. In case any sum due for the labor of any foreman, workman or laborer, or for the use of any horses or other animals or wagons or other plant employed upon or in respect of the said works or any of them, or the price of any materials or supplies purchased for the said work remains unpaid, the Engineer may notify the contractor to pay such sum, and if two days elapse and the same be not paid, the Commission may pay such sum, and the contractor covenants with the Commission to repay at once any and every sum so paid, and if the contractor does not repay the same within two days the Commission may deduct the amount or amounts so paid by it from any sum that may then or thereafter be or become due by the Commission to the contractor.

21. The contractor shall in connection with the whole of the said work, as far as practicable, use only material, machinery, plant, supplies and rolling stock manufactured or produced in Canada, provided same can be obtained as cheaply and upon as good terms in Canada as elsewhere, having regard to quality and price, and shall not at any time in connection with the construction of the said railway or works, or any other matter arising out of or connected with this contract, employ any person or persons in contravention of the Alien Labor Act, or the provisions of the Railway Act of Ontario respecting the employment of Alien labor, and shall pay to all workmen, laborers and other servants employed in or about the construction of the said railway and works, and every other matter arising out of or connected with this contract, such rates of wages as may be currently payable to workmen, laborers and servants engaged in similar occupations in the district in which such railway and works are to be constructed, and shall be responsible for the observance by all sub-contractors on their part of the provisions of this clause. And in the event of the Commission, who shall be sole, absolute and final judge of such matters, being satisfied at any time that the contractor or any sub-contractor has been guilty of any violation of any of the provisions of this clause, the Commission shall have the right from time to time and as often as it shall be satisfied that any such violation has taken place, to withhold all payments from the contractors until any such violation of any of the provisions of this clause shall, in the opinion of the Commission, have ceased, and until such amends as the Commission may require, shall have been made for all such violations, and on being notified by the Commission of any such violation it shall be

the duty of the Engineer to withhold all certificates from the contractor until the Commission shall be satisfied that such violation has ceased, and until amends shall have been made to the satisfaction of the Commission as aforesaid.

22. The Commission shall be at liberty to send workmen on the premises to do work not compromised in the contract, and the contractor shall afford them all reasonable facilities to the satisfaction of the Engineer.

23. Any notice or other communication mentioned in this contract, or in the specifications, to be notified or given to the contractor, shall be deemed to be well and sufficiently notified or given if the same be left at the contractor's office on the works, or mailed in any post office to the contractor or foreman, addressed to the address mentioned in this contract, or to the contractor's last known place of business.

24. Cash payments equal to about ninety per cent. of the value of the work done approximately made up from the returns of progress, measurements, and computed at the prices agreed upon or determined under the provisions of this contract will be made to the contractor monthly on the written certificate of the Engineer that the work for and on account of which the certificate is granted has been done, and stating the value of such work computed as above mentioned, and the said certificate shall be a condition precedent to the right of the contractor to be paid the said ninety per cent. or any part thereof. The remaining ten per cent. shall be retained until the final completion of the whole work to the satisfaction of the Engineer and Consulting Engineer, and until they shall be satisfied that all wages of all workmen, laborers, and servants of the said contractor, and of all sub-contractors under it, as well as the price of all materials and supplies made, procured or provided for the said contractor, or for any of the sub-contractors, have been duly paid, whereupon the Engineer and Consulting Engineer shall give a joint, final certificate accordingly, and such remaining ten per cent. or the balance payable to the contractor as found by the Engineer and Consulting Engineer shall be paid to it by the Commission within forty days after the granting of such final certificate, and it is hereby declared that the written joint certificate of the Engineer and Consulting Engineer certifying to the final completion of the said works to their satisfaction shall be a condition precedent to the right of the contractor to receive or to be paid the said remaining ten per cent. or any part thereof.

25. It is intended that every allowance to which the contractor is fairly entitled will be embraced in the Engineer's monthly certificates; but should the contractor at any time have claims of any description which it considers are not included in the progress certificates, it will be necessary for it to make such claims in writing to the Engineer within thirty days after the date of the despatch to the contractor of each certificate in which it alleges such claims to have been omitted.

26. The contractor in presenting claims of the kind referred to in the last clause must accompany them with satisfactory evidence of their accuracy, and the reason why it thinks they should be allowed. Unless such claims are thus made during the progress of the work within thirty days as in the preceding clause the contractor shall be forever shut out and shall have no claim on the Commission in respect thereof.

27. The progress measurements and progress certificates shall not in any respect be taken as binding upon the Engineer, or as final measurements, or as fixing final amounts; they are to be subject to the revision of the Engineer and Consulting Engineer in making up their final certificate, and they shall not in any respect be taken as an acceptance of the work or release of the con-

tractor from the responsibility in respect thereof but it shall at the conclusion of the works deliver over the same in good order according to the true intent and meaning of this contract.

28. The Commission shall have the right to suspend operations from time to time at any particular point or points, or upon the whole of the works, and in the event of such right being exercised so as to cause any delay to the contractor, then an extension of time equal to such delay or detention, to be fixed by the Engineer, shall be allowed it to complete the contract, but no such delay shall vitiate or avoid this contract or any part thereof, or the obligation hereby imposed, or any concurrent or other bond or security for the performance of this contract, nor shall the contractor be entitled to any claim for damages by reason of any such suspension of operations. And at any time after operations have been suspended, either in whole or part, such operations may be again resumed and again suspended and resumed as the Commission may think proper. And upon the contractor receiving written notice from the Engineer that the suspended operations are to be resumed, the contractor shall at once resume the operations and diligently carry on the same.

29. It is expressly declared and agreed that the Engineer shall be entitled from time to time in reference to all and every matter relating to this contract, to consult with, accept, and act upon the advice of, and fully associate with him as responsible for all decisions the Consulting Engineer, whether such Consulting Engineer shall or shall not be a member of the Commission.

30. The contractor shall upon the execution of these presents pay to the Commission the sum of Five Thousand Dollars in cash as security for the due and faithful performance and observance by the contractor within the time hereby limited on that behalf of this contract and of every matter and thing thereby required to be done, performed and observed by the contractor in connection therewith, the same to be retained by the Commission until the due completion of the whole of the said work and upon completion of the whole of the said work within the time hereby limited as aforesaid, the said sum of Five Thousand Dollars together with interest thereon at the rate of three per cent. per annum shall be repaid to the contractor along with the final payment which shall become due to the contractor on the Engineer's final certificate of the due completion of the last of the said works, but which deposit shall in the case of failure of the contractor to carry out and perform its contract as aforesaid, be absolutely forfeited to the Commission as and for liquidated and ascertained damages but without prejudice to the Commission's rights to claim further damages in case the Commission shall be legally entitled to same by reason of breach of the contractor's covenants and obligations hereunder.

31. And the Commission in consideration of the promises hereby covenants with the contractor, that the contractor from time to time and in all respects having fulfilled the covenants and agreements herein contained, on the contractor's part intended to be fulfilled will be paid for and in respect of the works hereby contracted for the various sums which shall become payable hereunder.

32. It is distinctly declared that no implied contract of any kind, whatsoever, by or on behalf of the Commission shall arise or be implied from anything contained in this contract, including the said specifications, tender, plans and drawings, or from any position or situation of the parties at any time, it being clearly understood and agreed that the express contracts, covenants, agreements and stipulations contained in these presents

and in said specifications, tender, plans and drawings are and shall be the only contracts, covenants, agreements and stipulations upon which any rights against the commission are to be founded, and it being further expressly agreed, that in case of any discrepancy between these presents and anything contained in the said specifications, the provisions of these presents shall govern. In case of any discrepancy appearing at any time between the specifications, profiled plans, drawings and detailed drawings or any of them, the contractor shall follow such one of them as the Engineer shall in writing direct.

In witness whereof the said parties have caused these presents to be executed under their respective corporate seals and under the hands of the proper officers in that behalf.

THE CANADIAN CONSTRUCTION CO., LIMITED.
(Sgd.) WM. DALY, (Seal)
Manager.
THE TEMISKAMING AND NORTHERN ONTARIO RAILWAY COMMISSION.
(Sgd.) J. L. ENGLEHART,
Chairman. (Seal)
(Sgd.) H. W. PEARSON,
Secretary-Treasurer.

(Sgd.) A. J. McGEE,
As to Signature J. L. Englehart, H. W. Pearson and W. Daly.

CONTRACT FOR CONSTRUCTION, FORTY MILE EXTENSION.

This Indenture made the twenty-eighth day of February, one thousand nine hundred and seven.

Between J. A. McRae, of Niagara Falls, Ontario, W. Howard Chandler, of Toronto, Ontario, and John H. McNeil, of Shawinigan Falls, Quebec, carrying on business as Railway Contractors under the firm name of McRae, Chandler & McNeil, hereinafter called the Contractors, and The Temiskaming and Northern Ontario Railway Commission, hereinafter called the Commission.

Witnesseth, that in consideration of the covenants and agreements on the part of the Commission hereinafter contained, the contractors covenant and agree with the Commission as follows:—

1. In this contract the word "work" or "works" shall, unless the context require a different meaning, mean the whole of the work and materials, matters and things required to be done, furnished and performed by the contractors under this contract. The word "Engineer" shall mean the Chief Engineer for the time being appointed by the Commission and having control over the work; and the "Consulting Engineer" shall mean the Consulting Engineer with reference to said work from time to time appointed by the Commission, whether such Consulting Engineer shall or shall not be a member of the said Commission.

2. Whenever in this Indenture the contractors or the Commission is mentioned or referred to, such mention or reference shall extend to and be binding upon the executors, administrators, successors and assigns of the said parties respectively.

3. The contractors will at their own expense provide all and every kind of labor, machinery and other plant, materials, articles and things whatsoever necessary for the due execution and completion of all and every the work set out or referred to in the accepted tender and in the specifications

hereunto annexed and set out or referred to in plans and drawings prepared and to be prepared for the purposes of the work, and will execute fully and complete the respective portions of such works and deliver the same complete to the Commission on or before the 31st day of July, 1908, and will similarly execute and fully complete the grading and the laying of the steel rails on or before the 31st day of December, 1907; the said works to be constructed of the best materials of their respective kinds and finished in the best and most workmanlike manner in the manner required by and in strict conformity with the specifications and the drawings relating thereto and the working or detail drawings which may from time to time be furnished (which said specifications, tender plans and drawings are hereby declared to be part of this contract) and to the complete satisfaction of the Engineer and of the Consulting Engineer.

4. Time shall be deemed to be material and of the essence of this contract. the contractors shall forthwith commence work and shall proceed diligently therewith at the rate required by the Engineer, and shall complete the work, including extras and alterations and notwithstanding any delay or hindrance by the Commission to the satisfaction of the Engineer and the Consulting Engineer by the said dates as mentioned and set out in Clause 3, or by such other dates as on the written application of the contractors for an extension of time the Engineer may in writing substitute, and in default shall pay to the Commission by way of liquidated damages the sum of one hundred dollars for each day which may elapse after the said date mentioned in Clause 3 or the dates expressly substituted therefor in manner aforesaid by the Engineer before the whole work shall be so completed and delivered.

5. The Engineer shall be at liberty at any time, either before the commencement or during the construction of the works or any portion thereof, to order any extra work to be done and to make any changes which he may deem expedient in the dimensions, character, nature, location or position of the works or any part or parts thereof or in any other things connected with the works whether or not such changes increase or diminish the work to be done or the cost of doing the same and the Contractors shall immediately comply with all requisitions of the Engineer in that behalf and shall commence and complete the work so ordered to be done within the time specified by the Engineer, but the Contractors shall not make any change in or addition to or omission or deviation from the work, and shall not be entitled to any payment for any change, addition, deviation, or any extra work unless such change, addition, omission, deviation or extra work shall have been first directed in writing by the Engineer and notified to the Contractors, and the decision of the Engineer as to whether any such change or deviation increases or diminishes the work shall be final, and the Contractors shall only be allowed at the same rates as per their tender attached for such additional work if any, and in case any work shall be required to be done by the Contractors which in the opinion of the Engineer shall not fall within any of the classes of work enumerated in the said tender, the Engineer may from time to time if he sees fit, instead of requiring such work to be done by day labor as mentioned in Clause 82 of the specifications, fix the amount to be paid in respect thereof, and his decision in that behalf shall be final, and the obtaining of his decision in writing shall be a condition precedent to the right of the Contractors to be paid therefor. If any such change or alteration constitutes in the opinion of the said Engineer a deduction from the works, his decision as to the amount to be deducted on account thereof shall be final and binding.

6. All the clauses of this contract shall apply to any changes, additions, deviations or extra work in like manner and to the same extent as to the works tendered for and no changes, additions, deviations or extra work shall annul or invalidate this contract.

7. If any change or deviation in or omission from the works be made by which the amount of work to be done shall be decreased no compensation shall be claimable by the Contractors for any loss of anticipated profits in respect thereof.

8. The Engineer shall be the sole judge of the work and material in respect of both quantity and quality and his decision on all matters in dispute with regard to work or material shall be final; provided, however, that he shall have the right to consult the Consulting Engineer and to associate the Consulting Engineer with him in the decision of any such question or questions from time to time, and no works or extra or additional works shall be deemed to have been executed, nor shall the Contractors be entitled to payment for the same unless the same shall have been directed in writing as hereinbefore provided and executed to the satisfaction of the Engineer as evidenced by his certificate in writing, which certificate shall be a condition precedent to the right of the Contractors to be paid therefor.

9. It is hereby distinctly understood and agreed that the respective portions of the work set out or referred to in the schedule of prices or tender to be paid for the different kinds of works mentioned include not only the particular kinds of work or material mentioned in the said list or schedule, but also all and every kind of work, labor, tools and plant, materials and things whatsoever necessary for the full execution and completing ready for use of the respective portions of the works mentioned in the list or schedule to the satisfaction of the Engineer, but if it be found that anything has been omitted or mis-stated in said list or specifications which is necessary for the proper performance and completion of any part of the works included in said list or schedule, the Contractors will execute same to the satisfaction of the Engineer as though it had been properly described, and the Contractors shall be paid therefor as for extra work, and in case of dispute as to what work, labor, materials, tools and plant are or not so included, omitted or mis-stated in said list or schedule, the decision of the Engineer shall be final and conclusive.

10. A competent foreman is to be kept on the ground during all working hours to receive the orders of the Engineer, and should the person so appointed be deemed by the Engineer incompetent, or conduct himself improperly, he may be discharged by the Engineer and another shall at once be appointed in his stead by the Contractors; such foreman shall be considered as the lawful representative of the Contractors and shall have full power to carry out all requisitions and instructions of the said Engineer, but this clause shall not relieve the Contractors from the duty to personally superintend the work.

11. In case any material or other things in the opinion of the Engineer not in accordance with the said several parts of this contract, or not sufficiently sound or otherwise unsuitable for the respective works be used for or brought to the intended works or any part thereof, or in case any work be improperly executed, the Engineer may require the Contractors to remove the same and to provide proper material or other things, or properly re-execute the work as the case may be, and thereupon the Contractors shall and will immediately comply with the said requisition, and if three days shall elapse and such requisitions shall not have been complied with the Engineer may cause such material or other things or such work to be removed, and in any such case the Contractors shall pay to the Commission all such damages

and expense as shall be incurred in the removal of such material, materials or other things, or of such work, or the Commission may retain and deduct the amount of such damages and expenses from any amounts payable to the Contractors.

12. All machinery and other plant, material and supplies whatsoever provided by the Contractors for the works hereby contracted for and not rejected under the provisions of the last preceding section shall from the time of their being so provided become and until the final completion of the said work be the property of the Commission for the purposes of the said works, and the same shall on no account be taken away or used or disposed of except for the purposes of the said works without the consent in writing of the Engineer, and the Commission shall not be answerable for any loss or damage whatsoever which may happen to such machinery or other plant, material or supplies, provided, always, that upon the completion of the works and upon payment by the Contractors of all such moneys, if any, as shall be due from them to the Commission, such of the said machinery and other plant, materials and supplies as shall not have been used and converted in the works and shall remain undisposed of shall upon demand be delivered up to the Contractors in the condition in which they then may be.

13. If the Engineer shall at any time consider the number of workmen, horses or quantity or quality of machinery or other plant or the quantity of proper materials respectively employed or provided by the Contractors on or for the said works to be insufficient or inadequate for the advancement thereof towards completion within the limited time, or that the works are, or some part thereof is not being carried on with due diligence, then in every such case the said Engineer may by written notice to the Contractors require them to employ or provide such additional or other workmen, horses, machinery or other plant or materials as the Engineer may think necessary, and in case the Contractors shall not thereupon within six days or other such longer period as may be fixed by any such notice in all respects comply therewith, then the Engineer may either on behalf of the Commission, or if he sees fit, may as the agent of and on account of the Contractors, but in either case at the expense of the Contractors, provide and employ such additional or other workmen, horses, machinery and other plant, or any portion thereof, or such additional or other materials respectively as he may think proper, and may pay such additional workmen such wages, and for such additional horses, machinery or other plant and materials respectively such prices as he may think proper, and all such wages and prices respectively shall thereupon at once be repaid by the Contractors, or the same may be retained and deducted out of any sum that may then or thereafter be or become due from the Commission to the Contractors, and the Commission may use in the execution or advancement of the said works not only the horses, machinery and other plant and materials so in any case provided by anyone on its behalf, but also all such as may have been or may be provided by or on behalf of the said Contractors.

14. In case the Contractors shall make default or delay in diligently continuing to execute or advance any of the works to be performed under this contract to the satisfaction of the Engineer, or shall make default in commencing any portion or portions of the work, or completing the same within the periods specified by the Engineer as provided for in section 3 of this contract, and such default and delay shall continue for six days after notice in writing shall have been given by the Engineer to the Contractors requiring them to put an end to such default or delay, or in case the Contractors shall become insolvent or shall without the written consent of the

Commission make an assignment of this contract, or shall without the written consent of the Engineer make any sub-contract or neglect personally to superintend the works, or if the Contractors do not give access to and allow inspection of and the making extracts from pay rolls books and vouchers from time to time to the Engineer or the Commission or any person or persons from time to time instructed by the Engineer or by the Commission in that behalf, so that the said Engineer may satisfy himself of the due observance by the Contractors and by all Sub-Contractors of all the provisions of this contract, and especially of the provisions of Clause 20, and the Commission may satisfy itself from time to time of the due observance by the Contractors and by all Sub-Contractors of the provisions of Clause 21, or if the said Contractors or any Sub-Contractors are in the opinion of the Engineer who shall be the sole and final judge thereof, guilty of any violation of any of the provisions of Clause 20, or if the said Contractors or any Sub-Contractor are in the opinion of the Commission who shall be the sole and final judge thereof guilty of any violation of any of the provisions of Clause 21, then and in any of such cases the Commission may take all the work under this contract out of the Contractors' hands and employ such means as it may see fit to complete the work embraced in the contract, and in such case the Contractors shall have no claim for any further payment in respect of the work performed, but all things done and means employed under this section by the Commission shall be as binding on the Contractors as if the things done and means employed had been done and employed by them under this contract, but the Contractors shall, nevertheless, remain liable for all loss and damage which may be suffered by the Commission by reason of the non-completion by the Contractors of the works, and no question or claim shall be raised or made by the Contractors by reason or on account of the ultimate cost of the work so taken over proving greater than in the opinion of the Contractors it should have been; and all materials and things whatsoever, and all horses, machinery and other plant provided by the Contractors for the purposes of the works shall remain and be considered as the property of the Commission for the purposes and according to the provisions and conditions contained in the twelfth section of this contract. And the Commission may at its option sell or otherwise dispose of the whole or a portion of such materials and things whatsoever, horses, machinery and other plant and may retain the proceeds of such sale or disposition, or a sufficient part thereof, on account of or in satisfaction of any loss which it may have sustained by reason aforesaid.

15. The Contractors shall be at the risk of and shall bear all loss and damage whatsoever which may occur to the works or any of them until the same be fully and finally completed and delivered up to and accepted by the Commission; and if any such loss or damage occur before such final completion, delivery and acceptance, the Contractors shall immediately, at their own expense, repair, restore and re-execute the work so damaged so that the whole works or the respective parts thereof may be completed within the time hereby limited.

16. The Contractors shall not have nor make any claim or demand or bring any action or suit against the Commission for any damage which they may sustain by reason of any delay in the progress of the work.

17. The Contractors shall not, without the written consent of the Commission previously had and obtained, make any assignment of this contract, and no consent or approval of the Engineer of a contract to sub-let any portion of this work as provided for in clause 84 of the specifications shall be valid or binding unless in writing, signed by the said Engineer.

18. The Contractor shall provide medical aid, hospital accommodation and mail service as required by said specifications, all to the satisfaction of the Engineer, and shall from time to time make such changes in the medical staff, hospital accommodation and mail service as shall be required by the Engineer, and if at any time the Engineer shall report to the Commission that there has been any failure or default on the Contractors' part in supplying such medical aid, hospital accommodation and mail service, or in making any such changes required by the Engineer the Commission may take such steps and do such acts and procure, engage or provide such assistance, accommodation or service as to the said Commission shall seem necessary in the premises, and shall be entitled to charge all expenses thereof and incident thereto to the Contractors and to deduct same from time to time from the payments falling due to the Contractors under the Engineer's certificates or otherwise.

19. The Contractors shall be responsible for all damages claimable by any person or corporation whatsoever in respect of any injury to persons or to lands, buildings or other property, or in respect of any infringement of any right whatsoever occasioned in their carrying on of the said works, or by any neglect or misfeasance or non-feasance on their part, and shall and will at their own expense make such temporary provisions as may be necessary for the protection of persons or of lands, buildings or other property, or to prevent the interruption of the traffic on any public or private road, or for the uninterrupted enjoyment of all rights of persons or corporations in and during the performance of the said works.

20. In case any sum due for the labor of any foreman, workman or laborer, or for the use of any horses or other animals or wagons or other plant employed upon or in respect of the said works or any of them, or the price of any materials or supplies purchased for the said work remains unpaid the Engineer may notify the Contractors to pay such sum, and if two days elapse and the same be not paid the Commission may pay such sum, and the Contractors covenant with the Commission to repay at once any and every sum so paid, and if the Contractors do not repay the same within two days the Commission may deduct the amount or amounts so paid by it from any sum that may then or hereafter be or become due by the Commission to the Contractors.

21. The Contractors shall in connection with the whole of the said work, as far as practicable, use only material, machinery, plant, supplies and rolling stock manufactured or produced in Canada, provided same can be obtained as cheaply and upon as good terms in Canada as elsewhere, having regard to quality and price, and shall not at any time in connection with the construction of the said railway or works or any other matter arising out of or connected with this contract employ any person or persons in contravention of The Alien Labor Act or the provisions of The Railway Act of Ontario respecting the employment of alien labor and shall pay to all workmen, laborers and other servants employed in or about the construction of the said railway and works and every other matter arising out of or connected with this contract such rates of wages as may be currently payable to workmen, laborers and servants engaged in similar occupations in the district in which such railway and works are to be constructed, and shall be responsible for the observance by all Sub-Contractors on their part of the provisions of this clause. And in the event of the Commission who shall be sole, absolute and final judge of such matters being satisfied at any time that the Contractors or any Sub-Contractor have been guilty of any violation of any of the provisions of this clause, the Commission shall have the right from time to time and as often as it shall be satisfied that any such violation has taken

place to withhold all payments from the Contractors until such violation of any of the provisions of this clause shall in the opinion of the Commission have ceased and until such amends as the Commission may require shall have been made for all such violations, and on being notified by the Commission of any such violation it shall be the duty of the Engineer to withhold all certificates from the Contractors until the Commission shall be satisfied that such violation has ceased and until amends shall have been made to the satisfaction of the Commission as aforesaid.

22. The Commission shall be at liberty to send workmen on the premises to do work not comprised in the contract, and the Contractors shall afford them all reasonable facilities to the satisfaction of the Engineer.

23. Any notice or other communication mentioned in this contract or in the specifications to be notified or given the Contractors shall be deemed to be well and sufficiently notified or given if the same be left at the Contractors' office on the works or mailed in any post office to the Contractors or foreman addressed to the address mentioned in this contract, or to the Contractors' last known place of business.

24. Cash payments equal to about ninety per cent. of the value of the work done approximately made up from the returns of progress measurements and computed at the prices agreed upon or determined under the provisions of this contract will be made to the Contractors monthly on the written certificate of the Engineer that the work for and on account of which the certificate is granted has been done and stating the value of such work computed as above mentioned, and the said certificate shall be a condition precedent to the right of the Contractors to be paid the ninety per cent. or any part thereof. The remaining ten per cent. shall be retained until the final completion of the whole work to the satisfaction of the Engineer and Consulting Engineer, and until they shall be satisfied that all wages of all workmen, laborers and servants of the said Contractors and of all Sub-Contractors under them, as well as the price of all materials and supplies made, procured or provided for the said Contractors or for any of the Sub-Contractors have been duly paid, whereupon the Engineer and Consulting Engineer shall give a joint final certificate accordingly, and such remaining ten per cent. or the balance payable to the Contractors as found by the Engineer and Consulting Engineer shall be paid to them by the Commission within forty days after the granting of such final certificate, and it is hereby declared that the written joint certificate of the Engineer and Consulting Engineer certifying to the final completion of the said works to their satisfaction shall be a condition precedent to the right of the Contractors to receive or to be paid the said remaining ten per cent. or any part thereof. The Commission shall be at liberty from time to time to take over as completed any portion of the work certified to by the Engineer as having been completed, and the Contractors shall thereupon be entitled to payment in full for the work so completed in like manner and subject to the same conditions as if the said completed portion comprised the whole work to be done, and it is further agreed that upon taking over any portion of the said works the Commission shall thereafter transport over the portion so completed and taken over all material to be used by the Contractors in the uncompleted portion of said works at the rate of one-half cent per ton per mile, it being agreed between the Commission and said Contractors that the computations and adjustments of the amount to be paid by the Contractors shall be left entirely to the Engineer, whose decision as to all such matters shall be final and conclusive between the parties, but this provision as to transporting materials shall not apply to steel rails, fastenings and spikes, which it is understood and

agreed between the parties shall be laid down by the Commission for the Contractors at the end of the portion from time to time which may have been taken over, and upon being so laid down shall be deemed to have been delivered to the Contractors and subject to the above provisions for transporting steel rails, fastenings and spikes over portions of said road from time to time taken over by the Commission, all steel rails, fastenings and spikes shall be delivered to the Contractors f.o.b. cars at the southern limit of the work covered by this contract, or if any portion of the railway line of the Commission hereby contracted for has been completed and taken over by the Commission prior to the time of such respective deliveries then at the northern terminus of the said portion, and the ties for said work shall be delivered to the Contractors either wholly at the southern limit of the work hereby contracted for or partially at the southern limit of the work hereby contracted for and partially at such other points on the works as shall be decided by the Engineer. The taking over by the Commission of any portion or portions of said works shall in no way affect the rights and liabilities of the parties with respect to the completion of the balance in accordance with the provisions of this contract.

25. It is intended that every allowance to which the Contractors are fairly entitled will be embraced in the Engineer's monthly certificates; but should the Contractors at any time have claims of any description which they consider are not included in the progress certificates it will be necessary for them to make such claims in writing to the Engineer within thirty days after the date of the despatch to the Contractors of each certificate in which they allege such claims to have been omitted.

26. The Contractors in presenting claims of the kind referred to in the last clause must accompany them with satisfactory evidence of their accuracy and the reason why they think they should be allowed. Unless such claims are thus made during the progress of the work within thirty days as in the preceding clause, the Contractors shall be forever shut out and shall have no claim on the Commission in respect thereof.

27. The progress measurements and progress certificates shall not in any respect be taken as binding upon the Engineer or as final measurements or as fixing final amounts; they are to be subject to the revision of the Engineer and Consulting Engineer in making up their final certificate and they shall not in any respect be taken as an acceptance of the work or release of the Contractors from the responsibility in respect thereof, but they shall at the conclusion of the works deliver over the same in good order according to the true intent and meaning of this contract.

28. The Commission shall be entitled from time to time to use, free of charge, any portion of the line of railway not theretofore accepted and completed under the terms hereof for the transportation of all steel super-structures, and no such use of any part of the said railway line shall be deemed to be any acceptance or taking possession thereof.

29. The Commission shall have the right to suspend operations from time to time at any particular point or points, or upon the whole of the works, and in the event of such right being exercised or in the event of the Contractors being required hereunder to construct a line exceeding forty miles in length so as to cause any delay to the Contractors, then an extension of time equal to such delay or detention to be fixed by the Engineer shall be allowed them to complete the contract, but no such delay shall vitiate or avoid this contract, or any part thereof, or the obligations hereby imposed or any concurrent or other bond or security for the performance of this con-

tract, nor shall the Contractors be entitled to any claim for damages by reason of any such suspension of operations and at any time after operations have been suspended, either in whole or part, such operations may be again resumed and again suspended and resumed as the Commission may think proper. And upon the Contractors receiving written notice from the Engineer that the suspended operations are to be resumed, the Contractors shall at once resume the operations and diligently carry on the same.

30. It is expressly declared and agreed that the Engineer shall be entitled from time to time in reference to all and every matter relating to this contract to consult with, accept and act upon the advice of and fully associate with him as responsible for all decisions the Consulting Engineer whether such Consulting Engineer shall or shall not be a member of the Commission.

31. The Contractors shall upon the execution of these presents pay to the Commission the sum of ten thousand dollars in cash as security for the due and faithful performance and observance by the Contractors within the time hereby limited on that behalf of this contract and of every matter and thing thereby required to be done, performed and observed by the Contractors in connection therewith, the same to be retained by the Commission until the due completion of the whole of the said work, and upon the completion of the whole of the said work within the time hereby limited as aforesaid the said sum of ten thousand dollars, together with interest thereon at the rate of three per cent. per annum, shall be repaid to the Contractors along with the final payment which shall become due to the Contractors on the Engineer's final certificate of the due completion of the last of the said works, but which deposit shall in case of failure of the Contractors to carry out and perform their contract as aforesaid be absolutely forfeited to the Commission as and for liquidated and ascertained damages, but without prejudice to the Commission's rights to claim further damages in case the Commission shall be legally entitled to same by reason of breach of the Contractors' covenants and obligations hereunder.

32. And the Commission in consideration of the premises hereby covenants with the Contractors that the Contractors from time to time and in all respects having fulfilled the covenants and agreements herein contained shall on the Contractors' part intended to be fulfilled will be paid for and in respect of the works hereby contracted for the various sums which shall become payable hereunder.

33. It is distinctly declared that no implied contract of any kind whatsoever by or on behalf of the Commission shall arise or be implied from anything contained in this contract, including the said specifications, tender plans and drawings or from any position or situation of the parties at any time, it being clearly understood and agreed that the express contracts, covenants, agreements and stipulations contained in these presents and in said specifications, tender plans and drawings are and shall be the only contracts, covenants, agreements and stipulations upon which any rights against the Commission are to be founded, and it being further expressly agreed that in case of any discrepancy between these presents and anything contained in the said specifications the provisions of these presents shall govern. In case of any discrepancy appearing at any time between the specifications, profiles, plans, drawings and detailed drawings or any of them, the Contractors shall follow such one of them as the Engineer shall in writing direct.

As witness the hands and seals of the said Contractors and the corporate seal of the said Commission under the hands of the proper officers in that behalf.

Signed, sealed and delivered
in the presence of:

W. McLaren.	J. A. McRae.	[Seal]
W. McLaren.	A. H. Chandler.	[Seal]
W. McLaren.	Jno. H. McNeil.	[Seal]

NORTHERN EXTENSION, NORTH BAY, ONTARIO.

Tender for Grading, Ballasting, Etc.

I (We) McRae Chandler McNeil, the undersigned, hereby offer to the Temiskaming & Northern Ontario Railway (Ontario Government Railway), Commission to furnish all the necessary materials, labor, tools, machinery and plant, and to execute and complete in a satisfactory and workmanlike manner all the works required in connection with the clearing, grubbing, close cutting, grading, fencing, ballasting and track laying of the Temiskaming and Northern Ontario Railway, from a point 100 miles north of New Liskeard to the junction with the Grand Trunk Pacific (Transcontinental) Railway, according to the plans, profiles and specifications exhibited to me (us) for the sum of:

No.	Description.	Unit of measurement.	Rate.
			$ c.
1	Clearing	per acre	35 00
2	Grubbing	"	150 00
3	Close cutting	"	20 00
4	Cross-logging	"	400 00
5	Solid rock excavation	per cubic yard	1 50
6	Loose rock	"	45
7	All other material	"	38
8	Solid rock in wet foundations	"	3 50
9	Loose rock in wet foundations	"	1 75
10	All other materials	"	1 75
11	Masonry, 1st class	"	20 00
12	Masonry, 2nd class	"	16 00
13	Masonry, Dry	"	6 00
14	Concrete	"	11 00
15	Concrete culvert pipe, 36 in. dia. in place	per lineal foot	2 00
16	Concrete culvert pipe, 30 in. dia. in place	"	2 25
17	Double strength Vitrified culvert pipe, 24 inch dia. in place	"	2 75
18	Double strength vitrified culvert pipe, 18 inch dia. in place	"	2 10
19	Double strength vitrified culvert pipe, 12 inch dia. in place	"	1 75
20	Rip-rap, hand laid	per cubic yard	3 50
21	Rip-rap, loose laid	"	2 50
22	Crib filling	"	1 75
23	Paving	"	3 50
24	Blind stone drains	"	2 00
25	Piling driven under cap	per lineal foot	35
26	Piling delivered	"	16

No.	Description.	Unit of measurement.	Rate.
27	Ties on right of way	per tie	15
28	Telegraph poles on right of way	per pole	50
29	Fence posts on right of way	per post	06
30	Permanent trestles, timber built in, including iron	per foot B. M.	05½
31	Permanent trestle timber delivered	"	04½
32	Temporary trestle timber, consisting of sills, caps, posts and stringers built in, including iron	per lineal foot	09
33	Temporary trestle timber, consisting of all classes of braces, built in, including iron	"	06
34	Culverts, timber built in, including iron	per foot B. M.	03
35	Culvert timber delivered	"	02½
36	Cribs, timber built in, including iron	"	04
37	Cribs, timber delivered	"	03
38	Track laying	per mile	400 00
39	Switches, including frogs	per turnout	50 00
40	Ballasting, including surfacing	per cubic yard	43
41	Trestle filling by train	"	33
42	Fencing, including gates	per rod	90

and hold myself (ourselves) ready to enter promptly into a contract in form satisfactory to the Commission for the due execution of the said work at the rates and on the terms herein stated and to furnish security for the due performance of the contract by either the payment of $10,000 cash to the Commission or by bond for $25,000 with two approved sureties.

I (We) herewith enclose an accepted bank cheque, payable to the order of the Chairman and Secretary-Treasurer of the Commission, for the sum of Ten thousand dollars ($10,000) as per terms of the advertisement and specifications for this work dated , 1907.

I (We) hereby certify I (we) have visited and examined the site of the proposed work, or have caused it to be visited and examined by a competent person on my (our) behalf, and have made all necessary enquiries relative to the value of the materials required for this work.

Envelopes containing this Tender are to be endorsed "Tender for Grading, Ballasting, etc.," and addressed to the Secretary of the Commission, Toronto.

The *Signatures* of parties tendering *must be in their respective handwriting.*

Signatures, Occupation and Post Office Address of Parties Tendering.

J. A. McRae,
Niagara Falls, Ont., *Contractor.*
A. H. Chandler,
Toronto, Ont., *Contractor.*
John H. McNeil,
Shawinigan Falls, Que., *Contractor.*

Dated at Shawinigan Falls this 11th day of February, 1907.

SPECIFICATIONS.

Dated at North Bay, Feb. 28th, 1907.

Work to be Done. 1. The work to be done comprises the clearing, grubbing, close cutting, fencing, ballasting and track laying, the removal and placing of all material necessary for the formation of the road bed, the build-

ing of all structures, digging of all pits, ditches and drains, the necessary alterations and diversions of roads and streams, the formation of all embankments, excavations and ditches required for such diversions, and for cross-roads, farm crossings, depot grounds, sidings, etc., the building of all wooden box culvert, rip-rap, etc., and in short all the work that may be required to complete the road bed of a single track railway to grade from a point on the T. & N. O. Railway 100 miles north of New Liskeard, northwesterly, a distance of about 40 miles, more or less.

Clearing, Close Cutting and Grubbing

Clearing. 2. The right of way will be in general 99 feet wide, 49½ feet on each side of the centre line; and where the line passes through wooded land the right of way must be cleared of all timber, brush, etc.; it must be burned completely as the work progresses, and the right of way left free from all refuse. Wherever directed by the Engineer, for a width of 10 feet on each side of the centre, all stumps shall be cut to within 12 inches of the ground. Places at which additional right of way has been acquired, may or may not be cleared as the Engineer may direct. All timber found on the right of way and suitable for trestles, culvert timber, fence posts, telegraph poles and ties, shall be manufactured by the Contractors according to sizes and dimensions as furnished by the Engineer, and paid for according to his schedule of prices, and piled on the right of way as directed by the Engineer.

Special precautions must be used by the contractors against the spread of fire off the right of way into adjacent lands; he shall have fires started only at such places and at such time as the Engineer may direct.

Grubbing. 3. In excavations less than three feet in depth, including ground from which material is to be borrowed, as well as from ditches, new channels for waterways and other places where required, and embankments less than two feet in height, all trees and stumps must be grubbed out within the limits of such cuttings or embankments, and, if possible, burned.

Close Cutting. 4. All stumps must be close cut where embankments are less than 4 feet in height and more than 2 feet in height.

Cross Logging or Corduroy. 5. Cross logging or corduroy will be placed under embankments where deemed necessary by the Engineer, and will consist of such timber as will be suitable, of not less than 6 inches in diameter, nor more than 15 inches in diameter, stripped of all branches and laid close together and in regular manner at right angles to the centre line and to about 5 feet beyond the side slopes, with a layer of brush laid on top in a regular manner and of such thickness as the Engineer may direct. It will be estimated and paid for by the acre on a basis of one foot in depth of timber. The brush will not be paid for but must be included in the contractor's price per acre of timber one foot in depth.

Grading.

Embankment. 6. The embankment must be formed of suitable material to be judged of by the Engineer, and made in accordance with his instructions, either by material from excavations, borrowing or casting up from the sides.

No large stones or stumps will be allowed in the bank within a depth of two feet below the sub-grade.

In places where the natural surface of the ground upon which the embankment is to rest is covered with vegetable matter which cannot be burned off in clearing, and which would in the opinion of the Engineer

impair the work, the same must be removed to his satisfaction; all snow or ice as may be on spaces to be covered by embankments must be removed, and the spaces on which embankment is being built kept clear of snow and ice in such manner as to allow the bank building material to pass freely to the bottom of the lakes, ponds, rivers, swamps or marshes, as the case may be, where it is dumped. The Contractor will be required to carry the embankment to such a height above the sub-grade as the Engineer may deem necessary to provide for shrinkage, compression, washing and settlement, and they must be maintained to their proper height, width and slope, until accepted by the Engineer as finished embankments. A crown of four inches will be required on all embankments to provide for surface drainage.

A berm of at least 5 feet must be left at the foot of the slope on all embankments where material is taken from the sides. Care must be t ken to exclude all perishable material from the embankments.

All materials found in excavations, whether in road bed cuttings, ditches, water channels, road crossings or elsewhere, must be deposited in such places as the Engineer may direct.

Width of Cuttings and Embankments. 7. The general width of cuttings shall be 22 feet at sub-grade on excavations, but when material is required to make fills, the cuttings must be widened for this purpose as required by the Engineer, before borrowing from any other source. In all excavations the sub-grade may be widened, when in the judgment of the Engineer it is necessary to do so to provide drainage.

All embankments must be at least 16 feet wide at the sub-grade.

Classification. 8. Excavations will be classed under the following heads, viz., solid rock, loose rock and all other materials.

Solid Rock. 9. Will include all stone and boulders measuring more than one cubic yard, and all rock found in ledges requiring blasting to remove it.

Loose Rock. 10. All boulders and detached masses containing not more than one cubic yard nor less than one cubic foot, also all slate or other rock which may be removed by hand pick or bar without the necessity of blasting.

All other Materials. 11. All other materials shall comprise all materials, of whatever nature, that do not come under the classification of solid rock or loose rock.

12. Rock excavation must in all cases be taken out 9 inches below sub-grade, and refilled to sub-grade with approved material.

Overhaul. 13. The price for said excavation in all the several classes thereof, will be understood to cover and pay for the entire expense of removal of material excavated by any method whatever, including loading, unloading, the furnishing of all labor, the cost of finishing up cuttings and embankments, the dressing of slopes to the required angle, and the completing of everything connected with the grading of the road bed in a creditable and workmanlike manner in accordance with the directions and to the satisfaction of the Engineer, the furnishing of material, power and plant, transportation and deposition, in the manner prescribed in these specifications, and in the location designated by the Engineer, provided the average haul of the material so transported does not exceed 500 feet. Beyond that distance one cent per cubic yards per hundred feet will be allowed.

Steam Shovel Excavation. 13*a*. The Contractor will not be paid overhaul on any material removed from line cuttings, or borrowed, which may be excavated by steam shovel and removed by train running upon permanent tracks.

Ditching. 14. In all excavations, other than solid rock, a ditch must be formed on each side of the road bed, by continuing the slope of the cutting

one foot below sub-grade, and sloping the bottom of the cutting from a point 4 feet from the centre to meet this; all as shown on standard plan of road bed which will be furnished. Ditches of greater capacity must be provided when in the judgment of Engineer they are required.

Whenever embankments are make from side ditches, such ditches must be made continuous, and to a true line and grade as the Engineer may direct. Whenever new water courses or channels for rivers or streams are required to be formed, they shall be placed at such a distance from the foot of the slope or embankment as the Engineer may direct.

Borrowpits. 15. In all cases where the excavation of the regular slopes and widths are insufficient to make the embankment, deficiency will be supplied by widening the excavation or from borrow-pits, as directed by the Engineer. Additional lands required for borrow-pits will be provided for by the Engineer. The borrow-pits must be formed and drained as the Engineer may direct.

Rip-Rap. 16. When the Engineer so directs, rip-rap will be used to protect the slopes of an embankment from the action of the water and for other purposes. It will consist of loose stones of different sizes, which shall be placed carefully upon the slope in a firm and substantial manner, without being laid up in a wall.

Rip-rap shall be estimated and paid for by the cubic yard, the measurement being made in place.

Wasting. 17. Where there is any excess of excavation, the surplus must be used for uniformly widening the embankments, or for such other purposes as the Engineer may direct. No wasting from excavation will be allowed unless by written order of the Engineer. Under no circumstances must waste material be deposited within 25 feet of the top of the slope.

Road Crossings. 18. Wherever the line is intersected by public or private roads, Contractor must keep open at his own cost, convenient passing places, and he shall be held responsible for keeping all crossings, during the progress of the work, in such conditions as well enable the public to use them with perfect safety, and such as will give rise to no just grounds for complaints.

Contractors will be held liable for any damages resulting from negligence of their part or that of their men.

Road crossings must be constructed so as not to impair the usefulness of the road, and the general flow and drainage of the water must be restored to its original condition either through culverts or otherwise; the embankment approaches shall be made of a width of 24 feet for public roads and of 16 feet for private roads and generally on a grade of 1 in 20.

Slips. 19. When slips, slides or breaks, outside of the slopes given, occur in cuttings even after they are properly formed, the material must be immediately removed by the Contractor, the slopes reformed and such precautions adopted as the Engineer may deem necessary.

The Contractor will be paid for the removal of the material according to the class to which it may belong at his schedule price, only when, in the opinion of the Engineer, the slip, slide or break is due to causes which are not under the control of the Contractor or his agents.

Finishing and Dressing the Grades. 20. The road bed must be finished in all cuts, banks, and along the berm in a workmanlike manner, perfectly even and regular according to grade stakes as set from time to time by the Engineer in charge and to be exactly of the width directed.

All slopes to be formed even and straight, according to slope stakes, and to such incline as specified, or as the Engineer may direct. The slopes of earthwork in general will be 1½ horizontal to 1 perpendicular; in rock cuttings the slopes will be, as a rule, 1 horizontal to 4 perpendicular. In cuttings partly earth and partly rock, a berm of 6 feet will be left on the surface of the rock.

Damages. 21. In woodland the grading will commence after the clearing, close-cutting and grubbing required is complete to the satisfaction of the Engineer. In the case of the land required for the railway being under crop, it will not be disturbed until arrangements have been made by the Engineer to enter upon the same.

The Contractor will be held responsible for all damages done outside the railway limit.

Method of Measurement. 22. The measurement of quantities shall invariable be made in excavations and paid for by the cubic yard, and the excavations must be taken out in good shape to stakes given by the Engineer and the depth and form of the prisms must be such as to arrive at an exact measurement.

Snow, Ice, and Frozen Earth. 23. In event of excavation and embankment being proceeded with in winter, no snow or ice must be placed on the embankments or allowed to be covered up in them, and all frozen earth must, as far as possible, be excluded from the hearts of the embankments. The Contractor must remove all snow and ice at his own expense.

Rock Cuttings. 24. To preserve material in rock cuttings and to prevent the waste of such material, the drilling and blasting of rock cuttings must be done as directed by the Engineer. In any event only so much explosives will be allowed to be used as will loosen the rock.

Should any material be wasted in consequence of disregarding the Engineer's instructions, or by using heavy charges of explosives, such material so wasted will be deducted from the current estimates and at the rate which would be paid had the material wasted been put in the embankment. In places where the material to be excavated from the rock or other cuttings is not sufficient to complete a full embankment, the bank will be made of such reduced dimensions as the Engineer may direct.

In rock-cuttings it will be sufficient to form a water channel 2 feet wide and 8 inches deep along each side.

Side Ditches. 25. For proper draining of the line and work it may be necessary to excavate off-take ditches to the right or left of the line. These ditches, as well as all other ditches, are to be graded so that no water will stand in them, they are to be executed in strict accordance with the lines and grades to be given, they are to be properly sloped and left clean and free from all obstructions. The tops of these ditches are in no case to be nearer the foot of the slopes of the embankment than 5 feet. The material from ditches within the railway limit shall, if directed, be placed in embankments. The material will be paid for according to its class.

Catch Water Ditches. 26. Catch water ditches shall be formed where directed at some distance back from the top of the slope to exclude from the excavation any water flowing from the adjoining land. The Contractor shall also construct all other drains and ditches which the Engineer may deem necessary for the perfect drainage of the railway and works.

The material removed will be paid for according to its class.

Finally. 27. If the Contractor shall make excavations and embankments in excess of the directed width, such excess shall not be paid for.

Over culverts and behind bridge abutments and embankments shall be formed carefully, so as to avoid damage to timber and masonry. The Contractor will be held responsible for any damage done in this measure.

All stone suitable for rip-rapping and all good building stone found in excavations may, when directed by the Engineer, be removed and deposited in some convenient place until required, but any material so found and used will not be paid for twice. The quantity will form a deduction from the quantity of excavation as measured in the cutting.

Culvert Excavation. 28. No extra charge will be allowed for excavating dry foundation of culverts, except such cases as the Engineer may deem necessary, but it will be paid for at the price of excavation named in the contract.

Culvert and drain pipes must be put in place and finished ahead of the grading, so as not to interfere with the work in any way.

Supervision. 29. Each structure must be under the supervision of a first-class practical foreman; and any foreman or workman who, in the opinion of the Engineer, is not competent, must at once be discharged.

Timber Culverts and Cattle Passes. 30. Timber culverts will be of two kinds; box or under-grade and open culverts.

Timber box culverts will be built of cedar, not less than 10 inches square, sawn or neatly hewn on three sides, with the bark stripped off the other side, built according to plans and dimensions furnished by the Engineer, and to a true line, as he may direct. Timber for all culverts must be furnished by the Contractors, and all iron for the construction of such culverts will be supplied by the Contractors, and included in their schedule of prices for timber in culvert.

Iron. 31. All wrought iron used in the construction of culverts and trestles to be of the very best quality, to stand a tensile strain of 55,000 lbs. per square inch, and to stand bending over around its own diameter without showing signs of any flaws or crack.

Price to cover all. 32. The price per thousand feet board measure is understood to cover all expenses incurred in teaming and completing the structure to the satisfaction of the Engineer.

Timber Work.

Preparing the Ground for Starting the Work. 33. Before beginning the work of any trestle, all rubbish, logs, trees and brush must be cleared away, and all combustible material must be burned or removed for the entire width of the right of way.

Drawings. 34. The drawings will be made to the scale indicated, but in all cases the figures are to be followed in preference to the scale, where there is any discrepancy between the two. The drawings are to be followed exactly, excepting in cases of error or omissions, which must be referred to the Engineer for correction, or for additional information.

Quality of Timber and Dimensions. 35. The timber used in all the truss or trestle bridges, culverts or cattle guards must be of the exact dimensions given and figured on the drawings made in the Engineer's office, and are to scale indicated and measured, must be of the very best description of the kind required, free from all loose, black, large or unsound knots, sawn or hewn square, and free from wind shakes, wanes, sapwood holes and all description of decay, and, when delivered, must in every way conform to

the specification. Under no circumstances will any timber cut from dead logs be allowed to be placed in any portion of the structure, but all timber must be cut from living trees.

Inspection. 36. Inspection will be made when delivered on the works, or any other place pointed out by the Engineer.

Alterations in Bills of Timber, etc. 37. The Engineer retains the right at any time to change the bills of timber, vary the dimensions, substitute one kind of structure for another, or decrease the number of the same without the contract price being thereby affected, or in any way rendered void the contract for the original figures. Any timber furnished according to the bills, but not used, will be paid for as timber delivered.

Mode of Delivery. 38. In delivering timber it must be piled or placed in such a manner that no trouble will be experienced when inspecting or measuring it.

All iron for the construction of such trestles will be supplied by the Contractor, and included in the schedule of prices for timber in trestles.

Timber in Trestles. 39. The posts, braces, stringers, ties, guard rails, sills and caps for trestles must be of good, sound white pine; sawn ties for the tops of trestles will be required. All timber must come fully up to the dimensions called for in the bills and drawings.

The line of cut-off of the piles will be given by the Engineer. The surface of the ties must be brought to a true plane under the rail, so that the rail will get a full bearing on every tie.

All the track stringers shall be brought to a true plane, so that the ties will get an even bearing on all the stringers.

Where any timber or pile trestle bridge is built on a curve, the elevation of the outer rail shall be as per drawings for same, a copy of which will be furnished the Contractor.

All caps are to be thoroughly drift-bolted to the top of piles. All bracing timbers are to be bolted to piles, caps or other timbers wherever they cross them. The ends of all stringers shall be firmly attached to caps by means of drift-bolts, timber cleats or some other method which, in the opinion of the Engineer, is equally good.

Framing. 40. All framing must be made to fit closely, and must be done in a thorough and workmanlike manner. No open joints, blocking or shimming in making joints will be allowed.

The holes for the bolts shall be bored with an augur of the exact size indicated on the plans. The nuts on all bolts shall be screwed on, so that the washers shall pinch hard upon the wood, and bring all parts of the structure close together.

On completion, tops of piles and all rubbish must be cleaned up and removed from the premises.

No extra charge will be allowed for excavating foundation of trestles or bridges, except in such cases as the Engineer may deem necessary, but it will be paid for at the price of excavation named in the contract.

Supervision. 41. Each structure must be under the supervision of a first-class practical bridge foreman, and any foreman or workman who, in the opinion of the Engineer, is not competent, must be at once discharged.

Price to cover all Costs. 42. The price per lineal foot, or per thousand feet board measure, is understood to cover all expenses incurred in teaming and completing the structure to the satisfaction of the Engineer.

Piles. 43. All piles will consist of tamarac, cedar or other approved timber; must be straight, sound live timber, free from cracks or rotten knots, worm holes and all description of decay, all bark above ground taken off,

branches and knots trimmed off smooth, finishing the pile in a workmanlike manner. All piles over 30 feet in length to be not less than 8 inches in diameter at the small end and 14 inches at the butt or large end, where sawn off. Piles less than 30 feet in length must not be less than 10 inches at the small end and 12 inches at the butt or large end. The piles shall be so nearly straight that a right line taken in any radial direction and running parrallel to a right line joining the centres of end of pile, shall show that the pile is at no point over one-third of its diameter at such point out of a straight line.

All piles must show an even and gradual taper from end to end. All piles must be cut off at tops to an exact line, so that the caps will bear evenly on all piles of the groups.

When required, a detail plan will be furnished by the Engineer, showing the position and method of tenoning, bolting, etc., and they shall be driven until they will not move one inch under the blow of a hammer weighing 2,200 lbs., and falling 25 feet at the last blow. The Contractor must properly point each pile for driving, and supply and fix all rings for heads, also supply shoes of wrought iron when necessary. All piles must be accurately shaped and driven vertically.

Broken Piles. 44. Should any pile be broken in driving, another sound pile must be driven in its place, at the expense of the Contractor. During the progress of the driving, wrought iron bands must be supplied by the Contractor. The line of cut-off of the piles will be given by the Engineer.

Piles, How Measured. 45. Piles will be estimated and paid for by the lineal foot of piles driven under the cap. Any piles delivered at the site of the structure according to bills furnished by the Engineer, but not used, will be paid for per lineal foot of piles delivered. That portion of the pile cut off will be paid for per lineal foot as timber delivered but not driven.

The price per lineal foot of piles driven includes the straightening, cutting off and making ready to receive the cap.

Fencing.

General. 46. There shall be erected an approved woven wire fence where considered necessary by the Engineer, which is to be left by the Contractor on completion of the line in a state of thorough repair. All wood, brush, etc., must be cut and removed from the site of the fence and burned. No rubbish of any kind must be left strewn about the grounds.

Posts. 47. The posts will be of round cedar, not less than 5 inches at the small end, 8 feet long and peeled "excepting brace posts which must be 9 feet in length," to be 3 feet six inches in the ground with the large end down and pointed, and to have the tops cut off square with the top of the fence, to be placed 16½ feet apart from centre to centre.

Posts in Hollows. 47a. Posts on each side of and in the bottoms of depressions, which are likely, in the opinion of the Engineer, to be pulled out by the tension of the wires, must be at least 10 feet long and sunk in the ground at least 5 feet 6 inches. The ground all around such posts must be particularly well tamped. A brace panel must be placed at each side of all such depressions to take up the tensions of the wires and prevent posts in the hollows from being pulled.

Brace Posts. 48. Brace posts must be placed at a distance not exceeding two hundred feet apart, and the fence drawn up tightly. The brace-posts will be sunk in the ground at least four feet; they will be braced both ways from top of post to foot of adjoining post with five inch round cedar

braces and fastened with two six inch spikes at each end. A suitable wire must also be stretched doubled, acting as a tie between the foot of the brace post and the top of the adjoining post and fastened to the five inch brace in the centre.

On Rock Ground. 49. Where bed rock is encountered, the post will rest on sills and braced. Braces to be let into the post and sills one inch and fastened with two six inch spikes on each end.

Sills. 50. Sills will be 8 feet in length, of cedar at least 5 inches in diameter and dapped into each other and fastened with a 6 inch spike according to detailed plans to be furnished by the Engineer.

Gates. 51. Farm gates to be constructed as per detailed drawing and to be furnished with hinges, fastenings, etc. The gate posts are to be well set and braced and to be of the dimensions shown on the drawing.

Stretching the Wire. 52. The fence must be thoroughly stretched with stretchers and to the satisfaction of the Engineer.

Masonry.

Cement. 52½. All cement used on the work must satisfy the following conditions:—Specific gravity must not be less than 3.10. At least 90 per cent. must pass through a sieve of 10,000 meshes to the square inch. There must be no residue on sieve of 2,500 meshes per square inch. Cement that checks or cracks when made into thin cakes and placed in hot or boiling water, or begins to set within thirty minutes, or takes longer than three hours to set will not be accepted. All cement will be tested in the manner approved of by the Canadian Society of Civil Engineers, and must stand the following tensile tests:—

Cement mixed neat and placed one hour, or until set in air and 23 hours in water, 175 lbs. per square inch.

Neat cement 1 day in air and 6 days in water, 450 lbs. per square inch.

Neat cement 1 day in air and 27 days in water, 600 lbs. per square inch.

Portland cement, mortar composed of one part by weight cement and three parts by weight of sand shall show the following tensile strength:—1 day in air, 6 days in water, 200 lbs. per square inch; 1 day in air, 27 days in water, 300 lbs. per square inch.

Cement must be at the site of the work four weeks before it is used, so as to give the Engineer time to make proper tests.

53. The stone used in all masonry along the line of railway must be of a durable character, large, well proportioned and well adapted for the construction of substantial and permanent structures.

The Contractor must satisfy himself as to where fitting material for the masonry can be most conveniently procured.

First-class Masonry. 54. First-class masonry shall be regular courses of large, well-shaped stones, laid in Portland cement mortar, on their natural beds. The beds and vertical joints will be hammer dressed, so as to form ⅜ inch joints. The vertical joints will be dressed back square 9 inches. The beds will be perfectly parallel throughout, the work will be left with the quarry face, except the arises, cut-waters, bridge seats and coping, which will be chisel dressed and bush hammered.

The courses of first-class masonry will not be less than 12 inches, and they will be arranged in preparing plans to suit nature of the quarries.

Courses may range to twenty-four inches where the thickness of the wall will admit and the thinnest courses must invariably be placed towards the top of the work.

55. Headers will be built in every course not farther than 6 feet apart; they will have a length of line wall not less than 24 inches, and they must run back at least two-and-a-half times their height, unless where the wall will not admit this proportion, in which case they will pass through from front to back.

56. Stretchers will have a minimum length in line of wall of thirty inches, and their breadth of bed will be at least one-and-a-half times their height. The vertical joints in each course will be so arranged as to overlap those in the course below at least one foot. The quoins of abutments, piers, etc., shall be of the best and largest stone, and have chisel drafts properly tooled on the upright arises from 2 to 6 inches wide according to size and character of the structure.

57. The coping stones of piers and all abutments shall be through stone, extending the whole width of the wall. The bed stones for receiving the superstructure shall be of the best description of sound stone, free from drys or flaws of any kind; they must not be less than 15 inches in depth for the small bridges, and 8 feet superficial area on the bed. The larger bridges will require bed stones of proportionately greater weight. These stones must be carefully and solidly placed in position, so that the bridge will set fairly on the middle of the stones.

58. The backing will consist of flat bedded stones, well shaped and have an area of bed equal to 6 superficial feet or more. In walls over 3 feet in thickness, headers must be built in back and front alternately, and care must be taken in arrangement of joints, so as to give perfect bond.

59. All masonry shall be laid in Portland cement of approved brands. The cement shall be tested by the Engineer on delivery and shall be kept by the Contractor in a dry place in as good order as when delivered, until used.

60. The cement must be thoroughly mixed with good, clean, sharp, coarse river sand, generally in the proportion of one part cement to two parts sand by measure. The cut-water stones and coping shall be laid in mortar in the proportion of one part cement to one part sand.

The cement shall only be mixed as required. Any cement mortar left over at noon or at night shall not be used, and it must be prepared by the Contractor's men under the supervision, and to the satisfaction of the Inspector; failing which, the Inspector, with the sanction of the Engineer, may employ men to prepare the mortar, and the expense incurred shall be charged to the Contractors and deducted from the estimate.

61. Every stone must be laid with a full bed of mortar and beaten solid. Spaces in the vertical joints large enough to be built, must be built up, and all other vertical joints must be thoroughly grouted and each course finished off perfectly solid.

All the joints must be raked out one inch deep and the work carefully pointed with one to one mortar, and at the completion of the contract the work must be left in a neat and clean workmanlike condition to the satisfaction of the Engineer.

Second-class Masonry. 62. Second-class masonry shall be of good, sound, large, flat bedded stone, laid in horizontal beds and no courses less than twelve inches will be allowed, and not less in area than three superficial feet, and not more than two stones in height of course; they must be hammer dressed to give good beds of half-inch joints.

Headers must be built in walls at least one in every five feet in line of wall and in every course.

63. Every attention must be paid to produce a perfect bond, and give the whole a strong, neat and workman like finish.

64. Bridge seats must not be less than two feet in thickness, and both bridge seats and coping must be bush hammered. The mortar must be of the same description as for first-class masonry, and the pointing done in the same manner.

Dry Mas nry. 65. When suitable stone may be found for the construction of box culverts at a reasonable distance to the structure, said distance to be judged by the Engineer, it may be decided by the Engineer to utilize this stone for this purpose, the stone to be laid in broken, rough courses, but no round stone or boulder will be allowed in the structure.

Covering stone will not be less than fifteen inches in thickness, and must rest not less than twelve inches on walls.

Paving. 66. The bottom of stone culverts shall be paved with stone set on edge, twelve inches deep, packed solid, of an even face and inclined in the direction of the stream.

Concrete. 67. Concrete shall consist of Portland cement of approved brand, and good, clean, sharp river sand, and broken stone that will pass through a two-inch ring, in proportion of one part cement to three parts sand, and five parts stone. This concrete must be thoroughly mixed until each stone is thoroughly coated with mortar before being placed in structure.

The work is to be carefully done to the Batter shown on the drawings, and all corners rounded to a radius of not less than 12 inches.

A facing of one to two mortar at least one inch in thickness must be placed next the forms, and must be so worked with a spade or trowel that a perfectly smooth face free from cavities will result.

When the concrete is to be placed in such large masses that in the opinion of the Engineer large clean stones placed in the concrete would not be objectionable, such stones may be used by the Contractors. There must be at least six inches of concrete around each stone thus placed, and no stone must be within nine inches of the face of the concrete.

If gravel is found which is in the Engineer's opinion suitable for concrete for the particular work proposed, such gravel concrete may be substituted for broken stone concrete, the proportions of the gravel concrete to be one of cement to seven of gravel.

For the purpose of these specifications one cubic foot of cement weighs one hundred pounds.

If the gravel in its natural state is not properly proportioned the Contractors will be required to screen it, separating the sand from the stone, and afterwards mixing it in the proper proportions, using three parts sand and sufficient stone to make the total number of parts seven.

Mixing Mortar. 68. The sand and cement must be thoroughly mixed to a uniform color before any water is added, and then enough water added in a careful manner, so that the cement and sand will not be separated, to form a mortar of the required constituency.

Concrete Mixing. The sand and cement having been mixed, as described above the stone then spread over the mortar, well sprinkled with water, and the whole turned over until the resulting mass is homogeneous.

In mixing gravel concrete, the method will be similar to that of mixing mortar, the cement and gravel being thoronghly mixed in the dry state before adding water.

If a mechanical mixer is used it must be of approved pattern. The "gravity" concrete mixer must not be used.

Concrete and other pipes. 69. Where in the opinion of the Engineer concrete pipes or double strength railway culvert pipes are required these shall be furnished and put in place by the Contractor. The ends of both both classes of pipes will be finished by a concrete head wall, and if required both classes of pipes will be set in a cradle of concrete. Any concrete thus put in place will be paid for at the Contractor's schedule price for concrete.

70. Excavation in connection with these pipe culverts will be paid for as specified for culvert excavation.

These pipes will be paid for by the lineal foot in place. They must be made in Canada and will be inspected at place of manufacture.

Any concrete deposited in water will be composed of Portland cement and sand in the proportions of one of cement to two of sand, to which will be added four parts of broken stones.

Rock Foundation. 71. When the foundations of any structure are on rock the Contractor will be allowed to adopt any plan for his cofferdams that he may desire, provided he is able to lay the foundations dry so as to properly level off the rock to receive masonry or concrete. When the surface of the rock is smooth and inclined so that the piers would, in the opinion of the Engineer, have a tendency to slide upon it the Contractors will be required to level, step or roughen, as the Engineer may consider necessary, the surface of the rock, so as to make it a secure and safe foundation on which to deposit the concrete or build the masonry.

Cribs. 72. When considered desirable by the Engineer, the piers and abutments of bridges may be constructed of timber cribs filled with stone or concrete to such a height as the Engineer may direct, the remainder to be constructed of masonry or concrete. The cribs will be built of hemlock, tamarac, cedar or pine, as the Engineer may consider best, the timber to be 12x12, bolted together with $\frac{7}{8}$ square bolts, sufficiently long to pass through two timbers and a half into the third, angles of cribs and ends of ties to be dovetailed—the whole to be according to drawings furnished.

73. The price of timber to include all irons. The stone filling to be not larger than one cubic foot.

74. The masonry shall not be commenced before the Engineer shall have examined and approved of the foundations nor until the Contractors shall have provided appliances and material of such a kind and in such quantities as shall be approved of by the Engineer.

Coffer-Dams. 75. All coffer-dams, outer caissons, and other materials (of such a nature as to obstruct the flow of water) that have been put in the river by the Contractor shall be removed at his expense as soon as the structure for which it was used has been completed.

No earth work shall be filled around the abutments till at least two weeks after the masonry has been laid and the earth must be carefully placed in horizontal layers around the walls.

76. It is understood that the price for masonry or concrete put in the schedule is to cover the cost of all materials, plant and workmanship necessary for the construction of the moulds and coffer-dams or caissons, and all pumping or bailing, and any other work required to found the piers, abutments, etc., in a sound and substantial manner and that no extra price will be paid for any work that may be required to secure this object. As to the character of all foundations, the Contractor must satisfy himself, and it is to be fully understood that no claims for extras will be permitted on account of any deficiency or inaccuracy in the plans and that the Contractor shall have no claim for extras on account of any increased or diminished quantities

of masonry in any pier or abutment, or on account of any increased or diminished depth of water on the site of any of the piers or abutments; he shall only be paid for the actual quantities at the schedule rate.

All steel superstruction will be supplied and put in place by the Commission.

GENERAL.

Beginning of Work. 77. The works are to be commenced and proceeded with as soon as practicable, after the person or persons whose tender may be accepted shall have entered into the contract; and the Contractor shall carry on the works in such places and in such a manner as he shall be directed from time to time by the Engineer, and so as to secure its completion for acceptance by July 31st, 1908, the 40 miles of grading to be completed and 40 miles of steel rails to be laid by Dec. 31st, 1907. Rails, fastenings, spikes, angle bars, bolts and tie plates the Commission shall deliver f.o.b. cars at the south end of the work covered by this contract.

Time being the essence of this contract.

Extra Work. 78. No allowance will be made for extra work except upon written agreement signed by the Contractor and the Engineer, or under the written order of the Engineer. All claims for extra work so ordered must be made to the Engineer in writing before the payment of the next succeeding estimate, after the work was performed; and failing to make such claim, the same will be considered as abandoned by the Contractor.

Right of Way. 79. Due diligence will be used in securing the right of way, but the Commission will not be responsible for delays in this connection. All such delays shall only have the effect of entitling the Contractor to additional time for the completion of his work, the Engineer to be the judge as to the loss of time and the additional time to be allowed the Contractor for the completion of his contract.

Alterations. 80. The Engineer shall at any time, either before the commencement or during the construction of any portion of the work, be at liberty to make any alterations or change that he may deem advisable, either in the grades, or alignment, or any other things connected with the works, whether the same increases or diminishes the quantities, and the Contractor shall only be allowed at the same rate as in his schedule of prices attached, and no extras of any description will be allowed.

The rates and prices in the schedule must be understood to include not only the particular work or material mentioned, but all and every kind of work, labor, tools, plant and materials of whatsoever kind necessary for the full execution and completion, ready for use of the respective portions of the works, to the satisfaction of the Engineer.

Payments. 81. A monthly estimate will be made by the Engineer for all work done and material delivered, ten per cent. of which will be retained as a reserve fund, reserving to the Contractor the right to enquire into the correctness of the estimates.

Day Labor. 82. If any work or service be required to be done, which in the opinion of the Engineer, does not come within the class of work to be measured under the contract, he shall be at liberty to direct the Contractor to perform the same by day's labor, and the Contractor, when required by him, shall supply such force, perform such work and be paid the reasonable and actual wages of such force, as ascertained by timekeeper and pay-sheet, together with ten per cent. for the use of the tools and profit. The Engineer shall be at liberty to discharge any bad or unsuitable workman who may be placed at day's labor work, and the work so performed shall be subject to his approval before payment thereof.

Damages. 83. The Contractor will be held responsible for any injuries or damages to person or property received or sustained in the execution of the work, and shall indemnify and save harmless the Province from all such damage or loss from fire or otherwise.

Sub-Contractors. 84. The Contractors will not be permitted to sub-let any portion of this work without the consent of the Engineer, and his approval of the Sub-Contractor, which consent or approval, however, shall by no means be considered a recognition of such Sub-Contractor.

The Contractor will not be released from the faithful performance of the work by reason of having let portions of the same to Sub-Contractors.

Contractor to Examine Works to be Bid for. 85. Contractors must satisfy themselves of the nature and location of the work they bid for, of the general form of the surface of the ground, of the quality of material required for forming the road bed or other work, and all other matter which can in any way influence their contract, and no information on any such matters derived from the maps, profiles, drawings or specifications, or from the Engineer in any way will release the Contractor from all risks or from fulfilling all the terms of his contract.

Contractor's Representative. 86. In the absence of the Contractor a competent agent or foreman shall represent him on the works, who shall be considered the lawful representative of the Contractor, and any orders given to such agent or foreman shall be deemed as given to the Contractor.

Profile Quantities. 87. The classification and quantities marked on profile are only approximate and will have no bearing on either monthly or final statements.

Stakes and Bench Marks. 88. Contractors must carefully preserve bench marks and stakes, and in case of willful or careless neglect will be charged accordingly.

Insufficient Workmen or Material. 89. If at any time the number of workmen or horses or the amount of other material or other plant shall in the opinion of the Engineer be insufficient for the completion of the works in time specified, or that the works are, or some part thereof is, not being carried on with due diligence, then in every such case, the said Engineer shall have power to notify the Contractor in writing to employ or provide such additional workmen, horses, material, or plant as the said Engineer may think necessary; and in case the said Contractor shall not thereupon within six days, or such longer time as may be fixed by any such notice, in all respects comply therewith, he, the said Engineer, shall have power to provide any workmen, horses and material or other plant he may think proper; and all money so expended by the Engineer shall thereupon be paid by the Contractor, or may be deducted or retained out of any moneys due or to become due to the Contractor. And should these moneys be insufficient the balance shall be recoverable in the usual way as a debt by the Contractor to the Commission.

Removal of Condemned Material. 90. In case any material is in the opinion of the Engineer not in accordance with the terms of the contract and is condemned as unsuitable or inferior, it shall at once be removed by the Contractor from the works, or should this not be done, the Engineer may, on giving three days' notice, cause the same to be removed, and the cost of such removal shall be deducted from any moneys due to the Contractor.

Headquarters of Contractor. 91. The Contractor shall be bound at all times to have an office on the works, where, by himself or some authorized agent, all notices or requisitions from the Engineer may be received and acknowledged.

Safety and Comfort of Employees. 92. As it is desirable to secure the safety and comfort of employees engaged on the work of construction and to secure skilful medical aid for such employees as may get hurt or become sick on the works of construction, and also to have the mail carried and distributed along the line of construction; the Contractor for the purpose above mentioned agrees to furnish such medical attendance and hospital accommodation as is necessary and also to have the mail carried and distributed along the line of construction, the Engineer to be the judge as to whether this is properly carried out.

Should a hospital be provided the Contractor will, if the doctor considers it necessary, convey such men or employees as may get injured or become sick on the work embraced in this contract, to such hospital free of charge and to pay his or their expenses.

Exorbitant Charges. 93. The workmen, laborers or servants employed shall be charged fair and reasonable prices for any provisions, clothing and other necessaries of life, and reasonable comfort supplied by the Contractor, his agents, or any person or persons authorized by him to supply such goods or accommodation. Upon the breach of any of the provisions of this section, or in the event of exorbitant charges being made by the Contractor, his agents or any person or persons authorized by him, there may be deducted and retained from moneys payable in respect of this contract, such amount as the Commission may deem proper.

Alien Labor. 94. The Contractor shall not engage or employ on the said work any citizen or subject of any country having an Alien Labor Law which practically excludes Canadians from employment on the public works of such country or on other works therein. Any Contractor employing alien labor as aforesaid shall be liable to a penalty of $20 a day for each and every person so employed.

Forest Fires. 95. Special precautions must be taken by the Contractor to prevent the spread of fire, and the laborers in his employ shall be subject to the direction of the Engineer in event of their aid being required by the Engineer to extinguish forest fires accruing in proximity to the right of way; the time of the men so engaged by the Engineer, to be paid for at the rate of wages paid by the Contractor.

Sanitary Regulations. 96. The walls of shanties, lodging or boarding houses, intended for, or occupied by men, and which have a floor area exceeding 150 superficial feet, shall have side and end walls not less than 9 feet in height clear above the floor, and must have two ventilators in the roof, as well as closets built and situated at such distance from the nearest place of abode as may be directed, "not in any event in a less distance than 200 feet," which are to be kept clean and subject to such sanitary regulations as the Engineer may from time to time direct.

Wages and Protection to Labor. 97. It is agreed and understood that in case the Contractor fail or refuse to pay the wages of laborers who may be employed on the work embraced in this contract, the Engineer is hereby authorized to hold such estimate as may be rendered or due the Contractor, until the matter is adjusted. All the provisions of the Acts to secure payment of wages for labor performed in the construction of public works shall apply to this contract.

Power to Enter upon the Works. 98. The Commission shall have power to enter upon the works at any time, and to carry on any work that may be considered necessary by the Engineer.

Wages. 99. It is hereby understood and agreed that during the construction of the work embraced in this contract, that the Contractors shall pay his or their laborers not less than wages current on like works in this part

of the Province, and the wages of all persons of any class, employed or in the respect of any of the said works, shall be paid at least once a month; if possible said payment shall be made upon the works or some point convenient to the same, but in no case at a tavern or other place where liquors are sold.

Order on the Works. 100. The Contractor agrees to observe and abide by such rules and regulations as may from time to time be established by the Engineer, to promote good order and efficiency on the entire work, and will assist other Contractors, employees and agents to do the same. The Contractor agrees not to entice or employ men from other Contractors' work.

Service Roads. 101. Contractors having work awarded them shall immediately after signing the contracts proceed to open and maintain such good and safe roads and paths along the whole line of their sections as may be directed by the Engineer, for foot or horse travel, and on such portions of the line where there are no highways convenient for wagoning supplies they must open and maintain such roads without charge therefor and in their proposals must take this into consideration. Any persons having permission from the Engineer shall be allowed to pass along or haul any material required for the road over any section, such persons not interfering or impeding the work of the Contractor, providing in the case of a separate Contractor, he shall pay his proportion of the cost of said road, as the Engineer may deem right. No allowance or compensation, whatever, will be due or paid to the Contractor for any temporary roads or bridges he may make to facilitate the work.

Engineer to be Sole Judge of the Work. 102. All works are to be done to the entire satisfaction of the Engineer. He is to be the sole judge of work or material in respect both of quality and quantity, and his decisions on all questions of dispute with regard to the work or material or as to the meaning or interpretation of the plans or specifications is to be considered final and binding on all parties.

103. Wherever the word Commission is used in these specifications it designates the T. & N. O. Ry. Commission. Wherever the word Engineer is used in these specifications it shall be mutually understood to refer to the Engineer in charge of the works, and his properly authorized agents, limited by the particular duties entrusted to them. Wherever the word Contractor is used in these specifications it shall be mutually understood to refer to the parties contracting to perform the work or the legal representative of the said party. The specifications and general conditions together with the drawings referred to are distinctly understood as being embodied with the contract, the whole forming the entire agreement between the Commission and the Contractor.

Track Laying and Ballasting.

Work. 104. The work of track laying and ballasting will embrace the supplying of all engines, cars and plant and all labor and tools required for loading unloading and distributing rails, joint fastenings, spikes, points and crossings and sleepers or cross ties, laying, lifting, centering, lining and surfacing the track; also for making roads to ballast pits and laying all surface tracks for getting, loading and unloading the ballast, placing the same in the road and trimming it up.

Gauge. 105. The rails shall be laid broken joints to a gauge of 4 feet 8½ inches clear between the rails, and they shall be well and carefully fastened at the joints. Special care must be taken at points and crossings to have the rails laid to a tight gauge. The rails must be full spiked, and on curves the outer rail shall be elevated according to the degree of curvature as directed by the Engineer.

Laying of Rails. 106. The rails should be handled with great care, and before being run over by either engine or cars, they shall be fully sleepered and surfaced. Every precaution should be taken to prevent them getting bent during the progress of ballasting.

Ballast Pits. 107. In selecting ballast pits, a preference will always be given to those points where the best material can be procured, having due regard to the convenience of the Contractors. During the working of any pit, should the materials be found unfit for ballasting, the Engineer shall have power to compel the Contractors to close such pits and open others.

108. The surface of ballast pits shall be stripped of soil where such exists and no material whatever shall be placed on the road bed but good, clear gravel, free from earth, clay, loam or loamy sand, as the country will afford along the line, or within practicable working distance from it by branch lines or sidings.

Ballast. 109. The maximum size of gravel must not be greater than three inches diameter. In unloading the ballast the train must be kept in constant motion, working to and fro so as to thoroughly mix the different qualities of ballast until a sufficient quantity is deposited for the first "lift." The track must then be raised so that the sleepers and the ballast must be well beaten and packed under and around them. As the raising proceeds the end of the "lift" shall extend over not less than three rail lengths, and before trains are allowed to pass over the inclined portion of track it must be made sufficiently solid to prevent bending the rails, or twisting the rail joints. After the lift the track shall be centered, lined, surfaced and trimmed off to a proper form and width—about 2,600 cubic yards of ballast pit measurement will be required for each mile of single track. A second "lift" must be made in the same manner and with the same precautions as required for the first "lift" in order to secure a uniform thickness of 10 inches under the sleepers.

110. In wet cuttings the Engineer shall have power to direct a greater thickness of ballast should it be deemed necessary.

Track. 111. The track shall be left by the Contractor with everything complete and surfaced. The ballast shall be dressed off to the form required, and the whole shall be executed according to the direction and to the approval of the Engineer.

Ties and Rails. 112. The ties will be of sound hemlock, cedar, tamarac or Jack pine, 8 ft. 0 in. long, not less than 7 inches face and 7 inches thick and not less than 2,800 to the mile of track and will be furnished by the Commission along the line of the T. & N. O. Ry. They will be loaded by the Contractor, but hauled free of charge to the south end of the work included in this contract.

The rail to be laid will be 80 lbs. per yard with split switches and spring rail frogs at turnouts off the main line.

Trestle Filling. 113. Where temporary trestles have been erected these may be replaced by a dump, the filling made with cars from the ballast pit or other places on the line of the railway, a price for this class of work to be included in the schedule of prices.

(Sgd.) G. A. McCarthy.
Chief Engineer.

Tenders for supplying 6,300 tons 80-pounds steel rails for northerly extension were received as follows:

Jas. W. Pyke & Co., Montreal, per gross ton delivered in bond f.o.b. North Bay May and June ..... $31.50 G.T.
Algoma Steel Co., Sault Ste. Marie, per gross ton delivered f.o.b. North Bay July and August ..... $35.75 G.T.
Dominion Iron and Steel Co., Sydney, per gross ton, freight allowed to North Bay, August and September ..... $36.00 G.T.

Contract was given to Algoma Steel Company, Limited, price being lowest, and the only tender in strict accordance with Commission's specifications. Order was subsequently increased to 7,500 tons, to provide for Charlton Branch, and copy of agreement is included in report.

CONTRACT FOR STEEL RAILS.

Memorandum of Agreement made the thirty-first day of May, in the year of our Lord one thousand nine hundred and seven, between The Algoma Steel Company, Limited, hereinafter called the Contractor, and The Temiskaming and Northern Ontario Railway Commission, hereinafter called the Commission.

Witnesseth:

1. The Contractor agrees to furnish and deliver to the Commission free of all charges on cars at North Bay, Ontario, as hereinafter specified, 7,500 tons of steel rails, in strict compliance with the specifications hereto attached, for the price of thirty-five dollars and seventy-five cents per gross ton of 2,240 pounds f.o.b. cars at North Bay.

2. Four thousand tons of said rails shall be so delivered during the month of July, 1907, and the balance 3,500 tons during the month of August, 1907, or earlier if so desired by the Contractor, time being agreed to be strictly of the essence of this contract.

3. In the event of stoppage or partial stoppage of the works of the Contractor, or shipments being delayed through strikes, accidents, breakage of machinery or other causes beyond the Contractor's control (of which the Commission shall be promptly notified), or in case any shipment or any part thereof shall be lost in transit, the Contractor shall be entitled to such additional time in respect of the whole or any part of such deliveries or either of them, as the Chief Engineer of the Commission for the time being shall decide and certify in writing to be fair and reasonable, having reference to the character and duration of such stoppage, delay or loss, and such Engineer shall be the sole and final judge as to the additional time to be allowed, and as to what part of such deliveries or any of them same shall extend to, and his decision in every such case shall be absolutely final and binding upon both parties. The last preceding clause of these presents shall be construed so far as relates to any portion of such deliveries or any of them affected by such extension of time as if the time fixed by the Engineer were the time fixed in said cluase.

4. The Contractor shall give written notice to the Commission at its office in Toronto of the commencement of rolling at least eight days in advance of such commencement, and shall similarly give written notice to the Commission at its office in Toronto of the resuming of work after its temporary suspension at least two clear days before such resuming.

5. The written certificate of the Inspector of the Commission provided for by said specifications certifying that the rails have been manufactured to his satisfaction in accordance with this contract, and the said specifica-

tions shall be a condition precedent to the right of the Contractor to receive and be paid the price herein agreed to be paid for the same.

6. In case default shall be made by the Contractor in delivery of any of the said rails in accordance with the terms of this contract, and the continuance of such default for thirty days, the Commission may at its option cancel this contract, but the Contractor shall, nevertheless, remain liable for all loss which may be suffered by the Commission by reason of the non-completion by the Contractor of this contract; Provided, however, that credit shall be given to the Contractor, notwithsanding such cancellation, for the price of all rails which shall have been delivered by the Contractor in accordance with this contract and said specifications.

7. The cost of inspection provided for by the specifications shall be borne by the Commission.

8. The Commission in consideration of the premises agrees to pay in Toronto, funds for each shipment of said rails upon the arrival thereof at North Bay on presentation of invoices and certificate of the Inspector of the Commission attached to each draft, provided this shall not require the Commission to pay for any rails at any earlier dates than the dates of delivery hereby fixed.

In witness whereof, the said parties have caused these presents to be executed under their respective corporate seals and the hands of the proper officers in that behalf.

Signed, sealed and delivered
in the presence of

THE ALGOMA STEEL CO., LTD.
By J. S. WYNN.

(Seal)

(Sgd.) G. JONES.
O. K., D. D. LEWIS.

TEMISKAMING AND NORTHERN ONTARIO RAILWAY COMMISSION.

(Seal)

(Sgd.) B. L. THOMPSON.

(Sgd.) J. L. ENGLEHART, Chairman.
(Sgd.) A. J. McGEE, Sec'y-Treas.

RULES INSPECTION OF RAILS.

In inspecting rails it is necessary to follow the process of manufacture from the beginning.

1. It is necessary to see the ingots heated to know that they remain in the pits long enough to allow them to properly solidify, and to see that they are not overheated when the rolling is started.

2. Our specification provides that sufficient material must be sheared off the end of the bloom to eliminate the imperfect material and to prevent piped rails being turned out.

3. The rolling of the rails must be carefully watched so as to know that they are finished at as low a temperature as possible.

4. While the drop test is being made, of course the inspector must be on the spot to measure the deflection and to see that the test is conducted according to the best practice.

5. It is necessary to carefully examine the rails after they are rolled and during the process of cooling to see that they are finished straight and that no warp or twist shall appear. Of course they are also carefully examined here for surface flaws.

Specification for Steel Rails.

Section.—The section of rail throughout its entire length shall conform to the American Society of Civil Engineers' standard (80 lbs. per yard) and in accordance with plans attached.

Chemical Composition.—The chemical composition of the steel used shall be as follows:—

Carbon	.50% to .60%
Silicon	.10% to .15%
Manganese	.80% to 1.00%
Phosphorus (not to exceed)	.07%
Sulphur (not to exceed)	.07%

Method of Rolling.—Before pouring from the ladle precaution shall be taken by stirring, to secure uniformity of the metal. The mould shall be completely filled by a single pour.

Ingots from chilled heats or those which have bled, or which have been badly teemed, shall not be used. The top of each bloom shall be sheared off until solid steel is reached and twelve inches of seemingly solid steel shall be cut off that end of the bloom, and if after cutting such length the steel does not look solid, the cutting shall continue unil it does. The metal shall not be overheated during the manufacture, and the rails shall be rolled at as low a temperature as possible.

Finish.—The rails shall be finished straight, smooth and true and shall be perfect product, free from flaws, twists, burrs or gag-marks. Upon the web of every rail shall be rolled the name of the maker, the month and year of manufacture, the weight of rail, and in such a position as not to be covered over by the fish plates when laid in track.

Physical Properties.—The angle bars shall be maintained perfect, and there shall be no variation of the height of the rail of more than 1-64 inch above or below that of the section. The weight of the rail shall be maintained as near as possible to the standard weight. The rails shall be 33 feet long at a temperature of 70 degrees fahrenheit, and no variation exceeding $\frac{1}{4}$ inch longer or shorter will be allowed. Ten per cent. of the order will be acepted in lengths of 27, 29 and 31 feet. Rails with a flaw in the heat not exceeding $\frac{1}{4}$ inch and flaws in the flanges not exceeding $\frac{1}{2}$ inch in depth and may have been made from an imperfectly poured ingot, or from heats from which the test bars or drop tests have failed, and to be termed No. 2 rails will be accepted to the extent of 5% of the whole order, and at a price of 5% less than paid for No. 1 rails. All such rails must be painted white on ends and kept separate from No. 1 rails.

The bolt holes shall be accurately drilled in conformity with the dimensions given on the blue print attached. Holes imperfectly drilled to be filed to proper dimensions. The rails must be carefully handled during the manufacture, and when loaded they shall be skidded into place and packed upon the car. Bolt holes to be 1 1-16 inches in diameter, drilled through the web 2 3-16 inches from bottom of flange. The centre of the first hole $2\frac{1}{2}$ inches from the end of the rail and $6\frac{1}{2}$ inches from centre of first to centre of second hole.

Testing.—A rail butt five feet long shall be taken from each lot of one hundred rails or from each heat, when considered necessary by the Inspector, and subjected when cold to a drop test. The rail shall be placed upon two solid supports four feet apart, and a weight of 2,000 pounds shall fall freely upon it from a height of 18 feet. Ninety per cent. of such tests shall stand without breaking, and any heat from which is rolled a butt which breaks shall be subject to rejection, unless subsequent drop tests demonstate that the heat is good.

Inspections.—Free access and information shall be given by the manufacturer and of the finished rails, and eight days' notice of commencing the rolling and not less than two days' notice of resuming the work after its temporary suspension.

The manufacturer shall furnish a carbon analysis of each heat and a complete chemical analysis of at least one heat for every twelve hours run, together with such test pieces as may be necessary to determine the quality of the material, with such machinery and labor as may be necessary for testing.

Tenders for 343 tons 36 pounds angle bars, T. & N. O., for construction northerly extension, were received from:—

Jas. W. Pyke & Co., Montreal, delivered in bond North Bay	$2.05	per 100 lbs.
Nova Scotia Steel and Coal Co., New Glasgow, N.S., delivered f.o.b. North Bay	2.25	" 100 lbs.
Hamilton Steel and Iron Co., Hamilton, delivered f.o.b. North Bay	2.20	" 100 lbs.
Canadian Rail Joint Co., Toronto, delivered f.o.b. North Bay	2.70	" 100 lbs.

Tender of Hamilton Steel and Iron Company being lowest was accepted.

CONTRACT FOR ANGLE BARS.

Memorandum of Agreement made this ninth day of April in the year of our Lord one thousand nine hundred and seven, between The Hamilton Steel and Iron Company, Limited, hereinafter called the Contractor, and The Temiskaming and Northern Ontario Railway Commission, hereinafter called the Commission.

1. The Contractor agrees to furnish to the Commission free on board cars on the railway tracks of the Commission at the town of North Bay as hereinafter specified, three hundred and forty-three tons of angle bars in strict compliance with the specifications hereto attached for the price of two dollars and twenty cents per one hundred pounds.

2. Said angle bars shall be so delivered on or before the first day of July, A.D. 1907, time being agreed to be strictly of the essence of the contract.

3. In the event of stoppage or partial stoppage of the works of the Contractor, or shipments being delayed through strikes, accidents, breakage of machinery of other cause beyond the Contractor's control (of which the Commission shall be promptly notified), or in case any shipment or any part

thereof shall be lost in transit the Contractor shall be entitled to such additional time in respect of the whole or any part of such deliveries, or any of them, as the Chief Engineer of the Commission shall decide and certify in writing to be fair and reasonable, having reference to the character and duration of such stoppage, delay or loss, and such Engineer shall be the sole and final judge as to the additional time to be allowed and as to what part of such deliveries, or any of them, same shall extend to, and his decision in every such case shall be absolutely final and binding upon both parties. The last preceding clause of these presents shall be construed so far as relates to any portion of such deliveries or any of them affected by such extension of time as if the time fixed by the Engineer were the time fixed in said clause.

4. The Contractor shall give written notice to the Commission by letter addressed to the Commission at its office in Toronto of the commencement of rolling at least five days in advance of such commencement, and due notice of the resuming of rolling from time to time after the same shall have ceased.

5. The written certificate of the Inspector of the Commission provided for by said specifications certifying that the said angle bars have been manufactured to his satisfaction in accordance with this contract and the said specifications shall be a condition precedent to the right of the Contractor to receive and be paid the price herein agreed to be paid for the same.

6. In case default shall be made by the Contractor in the delivery of any of the said angle bars in accordance with the terms of this contract, and the continuance of such default for fifteen days, the Commission may cancel this contract, but the Contractor shall, nevertheless, remain liable for all loss which may be suffered by the Commission by reason of the non-completion by the Contractor of this contract; provided, however, that credit shall be given to the Contractor, notwithstanding such cancellation, for the price of all angle bars which shall have been delivered by the Contractor in accordance with this contract and the said specifications.

7. The cost of inspections provided for by the specifications shall be borne by the Commission.

8. The Commission in consideration of the premises agrees to pay in Toronto, funds for each shipment of said angle bars upon the arrival thereof in North Bay on presentation of invoices and the certificate of the Inspector of the Commission attached to each draft.

In witness whereof, the said parties have caused these presents to be executed under their respective corporate seals and the hands of the proper officers in that behalf.

Witness,
(Sgd.) H. O. Hamilton.

The Hamilton Steel and Iron Co., Ltd.,
(Sgd.) D. D. O'Connor,
Sales Manager,

(Sgd.) H. S. Alexander.

The Hamilton Steel and Iron Co., Ltd.,
(Sgd.) R. Hobson,
Vice-Pres.
(Sgd.) H. H. Crain,
Secretary.

Temiskaming and Northern Ontario Railway Commission.

(Sgd.) B. L. Thompson.

(Sgd.) J. L. Englehart,
Chairman.
(Sgd.) A. J. McGee,
Secretary-Treasurer.

Tenders for construction Skew Deck Girder Bridge, for erection over Blanche River, Charlton, were received as follows, f.o.b. North Bay:—

Canadian Bridge Co., Walkerville ...	$3,586.00	Delivery 6 months.
Canada Foundry Co., Toronto	3,300.00	Delivery Mch., 1908.
Hamilton Bridge Co., Hamilton	3,116.00	Delivery Feby., 1908.

Contract was awarded Hamilton Bridge Company, tender being lowest and more suitable delivery.

CONTRACT FOR SKEW DECK PLATE GIRDER SPAN OVER CHARLTON RIVER.

Articles of Agreement made in duplicate this twenty-third day of October in the year of our Lord one thousand nine hundred and seven, between Hamilton Bridge Works Co., Limited, hereinafter called the Contractor, of the one part, and the Temiskaming and Northern Ontario Railway Commission, hereinafter called the Commission, of the other part.

Witnesseth:

1. In this contract the word "Engineer" shall mean the Chief Engineer for the time being of the Commission and having control of the work of construction of the railway line of the Commission north of North Bay, and the word "Inspector" shall mean the Inspector for the time being appointed by such Chief Engineer to represent and act for the Commission in the supervision of the construction and completion of the work herein contracted for.

2. The Contractor shall supply and provide all and every kind of work, labor, materials, articles and things whatsoever necessary for the due construction and completion, and will well and duly build and complete in a perfect and workmanlike manner one seventy five foot steel skew deck plate girder bridge for the crossing of the Blanche River by the said line of railway near the town of Charlton, on the Charlton branch of the said railway with all necessary appliances ready to receive the rails in strict compliance with the latest Dominion Government specifications as to material and workmanship and class heavy loading of same specifications as to strength except so far as such latest Dominion Government specifications are modified by the general specifications hereto annexed and in strict compliance with the plans and specifications hereto annexed, all to the complete satisfaction of the Engineer as to material and workmanship of the structure and as to the due completion thereof; it being agreed that the said work shall include the painting of the structure, and will deliver the said bridge complete on the tracks of the Commission at North Bay Junction f.o.b. cars, on or before the 29th day of February, A.D. 1908; time to be deemed to be material and of the essence of this contract.

3. The Engineer shall be the sole judge of the material and workmanship used in the said structure and of the due completion thereof, and his decision on all questions in dispute with regard to such material and workmanship, or with regard to the completion of the said structure, shall be final and same be executed to his satisfaction, as evidenced by his certificate in writing, which certificate shall be a condition precedent to the right of the Contractor to be paid for said work.

4. The Engineer and all persons from time to time authorized by him on his behalf shall have free entry and access to the works of the Contractor

at all times while this contract is being performed, and shall have all reasonable facilities afforded him and his representatives, as aforesaid, to satisfy them that same is being carried out and performed in accordance with this contract.

5. All portions of the structure to be manufactured under this contract shall be weighed and loaded on cars in presence of the Engineer or Inspector, and if any material is weighed upon the cars such cars, including all blocking to be used in supporting the steel work thereon, must similarly be weighed in the presence of the Engineer or Inspector before being loaded, and the certificate in writing of the Engineer or Inspector certifying to the correctness of all weights of goods charged for hereunder shall be a condition precedent to the right of the Contractor to be paid for said work.

6. The Commission in consideration of the premises covenants with the Contractor that the Contractor from time to time in all respects having fulfilled and performed the provisions of this contract on the Contractor's part intended to be fulfilled and performed will be paid for and in respect of the said work the sum of three thousand one hundred and sixteen dollars, payable as follows:—Seventy-five per cent. thereof upon delivery of said bridge on board cars at works of the Contractor at Hamilton, and the balance within thirty days after the delivery of said bridge on tracks of the Commission at North Bay Jct., f.o.b. cars, on presentation of the invoice and certificate of the Engineer.

In witness whereof, the said parties have caused these presents to be executed under their respective corporate seals and under the hands of the proper officers in that behalf.

Signed, sealed and delivered in the presence of

(Sgd.) R. M. Roy.

The Hamilton Bridge Works Co., Ltd.,
(Seal)
(Sgd.) John S. Hendrie,
President.

Temiskaming and Northern Ontario Railway Commission.

(Sgd.) J. L. Tait.

(Sgd.) J. L. Englehart,
Chairman.
(Sgd.) A. J. McGee,
Sec'y-Treas.

Tenders were received for the construction of two viaducts for the crossing of the Wadis and Watybeag Rivers respectively, as follows:—

	Canadian Bridge Co.	Canada Foundry Co.	Loco. Machine Co.
Wabis	$16,528.80	$15,859.50	$21,740.00
Watybeag.....		26,661.40	33,881.00

Price quoted by Canadian Bridge Company and Canada Foundry Company was, per 100 lbs.—$5.45 for the former and $5.68 for the latter.

Contract was awarded Canada Foundry Company, price being lowest.

Contract was awarded Canada Foundry Company for viaduct over Driftwood River on same basis, viz., $5.45 per 100 lbs.

CONTRACT FOR STEEL VIADUCT OVER DRIFTWOOD RIVER.

Articles of agreement made in duplicate this 28th day of February in the year of our Lord one thousand nine hundred and seven, between Canada Foundry Company, Limited, hereinafter called the Contractor, and the

Temiskaming and Northern Ontario Railway Commission, hereinafter called the Commission, witnesseth:

1. In this contract the word "Engineer" shall mean the Chief Engineer for the time being of the Commission, and having control of the work of construction of the railway line of the Commission north of North Bay, and the word "Inspector" shall mean the Inspector for the time being appointed by such Chief Engineer to represent and act for the Commission in the supervision of the construction and direcicon of the work herein contracted for.

2. The Contractor shall supply and provide all and every kind of work, labor, materials, articles and things whatsoever necessary for the due construction and erection, and will well and duly build, erect and complete in a perfect and workmanlike manner a steel viaduct on the line of railway of the Commission at the crossing of the Driftwood River about 217½ miles north of North Bay, with all necessary appliances ready to receive the rails in strict compliance with the latest Dominion Government specifications as to material and workmanship, and class heavy loading of same specifications as to strength except so far as such latest Dominion Government specifications are modified by the general specifications hereto annexed, and in strict compliance with the plans and general specifications hereto annexed, all to the complete satisfaction of the Engineer as to material and workmanship of the structure, and as to the erection and completion thereof, it being agreed that the said work shall include the placing of ties and guard rails, and the painting of the structure, and will deliver the same complete to the Commission on or before the thirtieth day of September, A.D. 1907, or on or before such later date as on the written application of the Contractor for an extension of time, the Engineer may, in writing substitute; time being deemed to be material and of the essence of this contract; and in case of default by the Contractor in having said viaduct so delivered, completed within the time hereby limited, the Contractor shall pay to the Commission by way of ascertained and liquidated damages for any such breach, the sum of one hundred dollars for each day which shall or may elapse after the time hereby limited as aforesaid until the delivery of said viaduct complete as aforesaid, provided, however, that such payment of one hundred dollars per day shall not be exacted in respect of any absolutely necessary delay due to non-delivery of material by the mills, to loss of material during ocean transit or to other causes entirely beyond the control of the Contractor.

3. The Engineer shall be the sole judge of the material and workmanship used in the said structure, and shall also be the sole judge of the erection and completion of the said work, and his decision on all questions in dispute with regard to the erection and completion of the said work shall be final, and same shall be executed to his satisfaction as evidenced by his certificate in writing, which certificate shall be a condition precedent to the right to the Contractor to be paid for said work.

4. The Engineer and all persons from time to time authorized by him on his behalf shall have free entry and access to the works of the Contractor at all times while this contract is being performed, and shall have all reasonable facilities afforded him and his representatives as aforesaid to satisfy them that same is being carried out and performed in accordance with this contract.

5. All portions of the structure to be manufactured under this contract shall be weighed and loaded on cars in presence of the Engineer or Inspector, and if any material is weighed upon the cars, such cars including all blocking to be used in supporting the steel work thereon, must similarly be

weighed in the presence of the Engineer or Inspector before being loaded, and the certificate in writing of the Engineer or Inspector, certifying to the correctness of all weights of goods charged for hereunder, shall be a condition precedent to the right of the Contractor to be paid for said work.

6. All materials, plant, and tools required for or in connection with the said work shall be delivered by the Contractor on the track of the Commission at North Bay f.o.b. cars, but same, and the engineers and other workmen of the Contractor, necessary for the erection of said structure, shall be transported and conveyed by the Commission from North Bay to said site free of charge to the Contractor, and the Commission shall further transport and convey such engineers, workmen, tools, and erection plant back from said site to North Bay free of charge to the Contractor.

7. The Contractor shall as a part of this contract furnish to the Commission forthwith upon the execution of these presents, lay out plans of the masonry required, and the Commission agrees to complete the foundations and concrete work ready to receive such structure according to such lay out plans on or before the 15th day of August, A.D. 1907.

8. The Commission in consideration of the premises, covenants with the Contractor, that the Contractor from time to time in all respects having fulfilled and performed the provisions of this contract on the Contractors' part, intended to be fulfilled and performed, shall be paid for, and in respect of the said work the sum of five dollars and forty-five cents per one hundred pounds weight of said steel structure as delivered on board cars at Toronto payable as follows: sixty per cent of the value of any shipment of materials upon delivery of same on board cars at the works of the contractor in Toronto; twenty per cent. additional upon delivery of same on the track of the Commission at North Bay f.o.b. cars, and the balance on monthly progress estimates certified by the Engineer as the erection of the work proceeds, and the final payment to be made within forty days after the final certificate of the Engineer.

In witness whereof the said parties have caused these presents to be executed under their respective corporate seals and under the hands of the proper officers in that behalf.

Signed, sealed and delivered,
In the presence of,
(Sgd.) C. Canon.

Canada Foundry Co., Ltd.
(Sgd.) *Per* A. G. Guest,
Treasurer.
(Seal.)

(Sgd.) H. F. Macdonald,
As to signatures of
J. L. Englehart and
A. J. McGee.

The Temiskaming and Northern Ontario Railway Commission.
(Seal.)
(Sgd.) J. L. Englehart,
Chairman.
(Sgd.) A. J. McGee.
Secretary Treasurer.
(Seal.)

CONTRACT FOR STEEL VIADUCTS OVER WABIS AND WATYBEAG RIVERS.

Articles of agreement made in duplicate this 27th day of February in the year of our Lord 1907, between Canada Foundry Company, Limited, hereinafter called the Contractor, and the Temiskaming and Northern

Ontario Railway Commission, hereinafter called the Commission, witnesseth:

1. In this contract the word "Engineer" shall mean the Chief Engineer for the time being of the Commission, and having control of the work of construction of the railway line of the Commission north of North Bay, and the word "Inspector" shall mean the Inspector for the time being appointed by such Chief Engineer to represent and act for the Commission in the supervision of the construction and direction of the work herein contracted for.

2. The Contractor shall supply and provide all and every kind of work, labor, materials, articles and things whatsoever necessary for the due construction and erection, and will well and duly build, erect and complete in a perfect and workmanlike manner, two steel viaducts on the line of railway of the Commission, one at the crossing of the south branch of the Wabis River, about 115½ miles north of North Bay, the other at the crossing of the Wataybeag River, about 209 miles north of North Bay, with all necessary appliances ready to receive the rails in strict compliance with the latest Dominion Government specifications, as to material and workmanship, and class heavy loading of same specifications as to strength, except so far as such latest Dominion Government specifications are modified by the general specifications hereto annexed, and in strict compliance with the plans and general specifications hereto annexed, all to the complete satisfaction of the Engineer as to material and workmanship of the structure, and as to the erection and completion thereof, it being agreed that the said work shall include the placing of ties and guard rails, and the painting of the structure, and the taking down and removal of the wooden trestle at the Wabis River, as provided by the said general specifications, and will deliver the crossing of the Wataybeag complete to the Commission on or before the thirtieth day of July, A.D. 1907, and of the Wabis complete on or before the thirtieth day of August, 1907, or on or before such later date as on the written application of the Contractor, for an extension of time the Engineer may in writing substitute. Time being deemed to be material and of the essence of this contract, and in case of default by the Contractor in having both of said viaducts so delivered, completed within the time hereby limited, the Contractor shall pay to the Commission by way of ascertained and liquidated damages for any such breach, the sum of one hundred dollars for each day which shall or may elapse after the time hereby limited as aforesaid, until the delivery of both the said viaducts complete as aforesaid. Provided, however, that such payment of one hundred dollars per day shall not be exacted in respect of any absolutely necessary delay due to non-delivery of material by the mills, loss of material during ocean transit, or to other causes entirely beyond the control of the Contractor.

3. The Engineer shall be the sole judge of the material and workmanship used in the said structures, and shall also be the sole judge of the erection and completion of the said work, and his decision on all questions in dispute with regard to such materials and workmanship, or with regard to the erection and completion of the said work shall be final, and same shall be executed to his satisfaction as evidenced by his certificate in writing, which certificate shall be a condition precedent to the right of the Contractor to be paid for said work.

4. The Engineer and all persons from time to time authorized by him on his behalf shall have free entry and access to the works of the Contractor at all times while this contract is being performed, and shall have all reasonable facilities afforded him and his representatives as aforesaid to satisfy them that same is being carried out and performed in accordance with this contract.

5. All portions of the structure to be manufactured under this contract shall be weighed and loaded on cars in presence of the Engineer or Inspector, and if any material is weighed upon the cars, such cars including all blocking to be used in supporting the steel work thereon must similarly be weighed in the presence of the Engineer or Inspector before being loaded, and the certificate in writing of the Engineer or Inspector certifying to the correctness of all weights of goods charged for hereunder shall be a condition precedent to the right of the Contractor to be paid for said work.

6. All materials, plant and tools required for or in connection with the said work shall be delivered by the Contractor on the track of the Commission at North Bay f.o.b. cars, but same and the engineers and other workmen of the Contractor necessary for the erection of said structures shall be transported and conveyed by the Commission from North Bay to said respective sites free of charge to the Contractor, and the Commission shall further transport and convey such engineers, workmen, tools and erection plant back from said sites to North Bay free of charge to the Contractor.

7. The Contractor shall as a part of this contract furnish to the Commission forthwith upon the execution of these presents, lay out plans of the masonry required, and the Commission agrees to complete the foundations and concrete work ready to receive such structures according to such lay out plans on or before the thirtieth day of June, A.D. 1907.

8. The Commission in consideration of the premises, covenants with the Contractor that the Contractor from time to time in all respects having fulfilled and performed the provisions of this contract on the Contractor's part, intended to be fulfilled and performed shall be paid for, and in respect of the said work the sum of five dollars and forty-five cents per one hundred pounds weight of said steel structure as delivered on board cars at Toronto, payable as follows: sixty per cent of the value of any shipment of materials upon delivery of same on board cars at the works of the Contractor in Toronto; twenty per cent. additional upon delivery of same on the track of the Commission at North Bay f.o.b. cars, and the balance on monthly progress estimates certified by the Engineer as the erection of the work proceeds, and the final payment to be made within forty days after the final certificate of the Engineer.

In witness whereof the said parties have caused these presents to be executed under their respective corporate seals and under the hands of the proper officers in that behalf.

Signed, sealed and delivered,
In the presence of,
(Sgd.) C. Cannon.

(Seal.)
(Sgd.) Canada Foundry Co., Ltd.
Per A. E. Guest,
Treasurer.

(Sgd.) H. F. Macdonald,
as to signatures of
J. L. Englehart and
A. J. McGee.

The Temiskaming and Northern Ontario Railway Commission,
(Seal.)
(Sgd.) J. L. Englehart,
Chairman.
(Sgd.) A. J. McGee.
Secretary-Treasurer.

TENDERS FOR BUILDINGS.

Only tender was received *re* advertisement for construction of Freight and Passenger Station at Gillies, one three tenement dwelling house at Englehart, three more or less, 40,000 gallon enclosed standard T. & N. O. tanks and thirteen, more or less, Standard Section Houses, as follows:

O'Boyle Bros., Construction Co., Ltd., Sault Ste. Marie, Ont.

Freight and Passenger Station, Gillies, above foundations	$1,943.00 each
Tanks, 40,000 gal., Standard	2,492.00 "
Three tenement dwelling houses, Englehart	7,441.00 "
Section Houses, above foundations	1,718.00 each

Articles of agreement made in duplicate the twenty-first day of March, in the year of our Lord, one thousand nine hundred and seven, between O'Boyle Bros. Construction Company, Limited, hereinafter called the contractor, and The Temiskaming and Northern Ontario Railway Commission, hereinafter called the Commission, witnesseth.

1. In this contract the word "work" or "works" shall unless the context requires a different meaning, mean the whole of the work and materials matters and things required to be done, furnished and performed under this contract. The word "Engineer" shall mean the Chief Engineer for the time being appointed by the Commission and having control over the work.

2. The contractor will at its own expense provide all and every kind of work, labor, materials, articles and things whatsoever for the due construction and completion and will well and duly build and complete in a perfect and workmanlike manner.

(*a*) A combined freight and passenger station at Gillies Depot on the line of railway of the Commission on site to be selected by the Engineer.

(*b*) One three tenement dwelling house at Englehart, on the line of railway of the Commission on site to be selected by the Engineer.

(*c*) Three more or less forty thousand gallon standard enclosed tanks at such points on the railway line of the Commission and on such sites as shall be selected by the Engineer, and

(*d*) Thirteen more or less number three standard section houses at such points on the railway line of the Commission and on such sites as shall be selected by the Engineer.

with all necessary appliances for use by the Commission in connection with the said railway in strict compliance with the specifications hereto annexed, relating to said items respectively and with the plans and drawings relating thereto, all to the complete satisfaction of the Engineer and will deliver the said freight and passenger station at Gillies Depot complete to the Commission, on or before the 31st day of May, 1907; the said one three tenement dwelling house at Englehart on or before the 31st day of July, 1907; the said three more or less forty thousand gallon standard enclosed tanks on or before the 31st day of August, 1907, and the said thirteen more or less number three standard section houses on or before the 31st day of October, 1907, time being agreed to be material and of the essence of this contract.

3. The contractor shall forthwith commence work and shall proceed diligently therewith at the rate required by the Engineer and shall complete the work including extras and alterations and notwithstanding any delay

or hindrance by the Commission to the satisfaction of the Engineer by the said dates mentioned in the last preceding paragraph or by such other dates as on the written application of the contractor for an extension of time, the Engineer may in writing, substitute for all or any of such dates respectively and in default shall pay to the Commission by way of liquidated damages the sum of four dollars per day in respect of said combined freight shed and station at Gillies Depot; the sum of four dollars per day in respect of said one three tenement house at Englehart the sum of four dollars per day in respect of each of said tanks and the sum of four dollars per day in respect of each said section houses for each day which may elapse after the said respective dates mentioned in the last preceding paragraph or the respective dates expressly substituted therefor in manner aforesaid by the Engineer until the whole work shall be so completed and delivered.

4. The Engineer shall be at liberty at any time either before the commencement or during the construction of the works or any portion thereof to order any extra work to be done and to make any changes which he may deem expedient in the dimensions, character, nature location or position of the works or any part or parts thereof or in any other matter or thing connected with the works, whether or not such changes increase or diminish the work to be done or the cost of doing the same and the contractor shall immediately comply with all requisitions of the Engineer in that behalf and shall commence and complete the work so ordered to be done within the time specified by the Engineer but the contractor shall not make any change in or addition to or omission or deviation from the work and shall not be entitled to any payment for any change, addition, deviation, or extra work unless such change, addition, omission deviation or extra work shall have been first directed in writing by the Engineer and notified to the contractor and the decision of the Engineer as to whether such change or deviation increases or diminishes the work and as to the allowance to be made to the contractor or deducted from the contractor in respect of any such increase or diminution shall be final and all the provisions of this contract shall apply to any changes, additions, deviations or extra work in like manner and to the same extent as to the work tendered for and no changes, additions deviations or extra work shall annul or invalidate this contract and no compensation shall be claimable by the contractor for any loss of anticipated profits in respect of or in consequence of any change or deviation in or omission from the works.

5. The Engineer shall be the sole judge of the work and materials in respect of both quantity and quality and his decision on all questions in dispute in regard to work and material shall be final and no works or extra or additional works or changes shall be deemed to have been executed, nor shall the contractor be entitled to payment for the same unless the same shall have been directed in writing as hereinbefore provided and executed to the satisfaction of the Engineer as evidenced by his certificate in writing which certificate shall be a condition precedent to the right of the contractor to be paid therefor.

6. The contractor shall be at the risk of and shall bear all loss or damage whatsoever which may occur to the works or any of them until the same be fully and finally completed and delivered up to and accepted by the Commission and if any such loss or damage occurs before such final completion delivery and acceptance, the contractor shall immediately at its own expense, repair, restore and re-execute the work so damaged so that the whole works or the respective parts thereof may be completed within the times hereby limited.

7. Neither the acceptance of nor the payment for any part or parts of the said works by the Commission shall be considered as any waiver of the obligations of the contractor with reference to all other parts of said works.

8. The Commission in consideration of the premises covenants with the contractor that the contractor from time to time and in all respects having fulfilled and performed the provisions of this contract on the contractor's part intended to be fulfilled and performed shall be paid for and in respect of the works hereby contracted for the various sums which shall become payable to the contractor in respect thereof, on the terms of the contractor's tenders for said work, copies of which are hereto attached; payments to be made from time to time on progress certificates of the Engineer and the final payments in respect of the works covered by said respective tenders shall be made within forty days after the date of the Engineer's final certificate of the completion in respect of the works covered by said respective tenders.

9. It is distinctly agreed that no implied contract of any kind whatsoever by or on behalf of the Commission shall arise or be implied from anything contained in this contract including the said specifications and the plans and drawings or the tenders of the said contractor for the said work or from any position or situation of the parties at any time, it being clearly understood and agreed that the express contracts, covenants, agreements and stipulations (contained in these presents and in the said specifications) plans and drawings are and shall be the only contracts covenants agreements and stipulations upon which any right against the Commission is to be founded; and it being further expressly agreed that the said specifications, the said tenders and these presents are to be read together and that in any case of any discrepancy between these presents and anything contained in said specifications the provisions of these presents shall govern and in case of any discrepancy appearing at any time between the said specifications plans and drawings or any of them the contractor shall follow such one of them as the Engineer shall in writing direct.

In witness whereof, the said parties have caused these presents to be executed under their respective corporate seals and the hands of the proper officers in that behalf.

Signed, sealed and delivered, In the presence of (Sgd) G. C. Glass.

(Sgd.) O'Boyle Bros. Construction Co., Ltd.,
Jno. O'Boyle. (Seal)

The Temiskaming and Northern Ontario Railway Com.

(Sgd.) B. L. Thompson.

(Sgd.) J. L. Englehart,
Chairman,
(Seal)

(Sgd.) A. J. McGee,
Secretary Treasurer.

Tenders for construction office building, North Bay, were received, as follows:

	Stone walls	Brick walls
O'Boyle Bros., Const. Co., Sault Ste. Marie	$42,828 00	$42,128 00
Self Bros., Toronto	48,630 00	
Robt. Corrick & Sons, Sarnia	57,772 00	53,772 00
Forest City Paving & Construction Co., London, Ont.	48,300 00	
F. E. Fortier, Pembroke	53,875 00	52,750.00

Contract was awarded O'Boyle Bros. Construction Company for stone Walls, their tender being lowest.

Articles of agreement, made in triplicate this twenty-fifth day of March, in the year of our Lord, one thousand nine hundred and seven, between O'Boyle Bros. Construction Co., Ltd., hereinafter called the contractors, *of the first part*, and the Temiskaming and Northern Ontario Railway Commission, hereinafter called the Commission, *of the second part*, witnesseth:

1. In this contract the word "work" or "works" shall unless the context requires a different meaning, mean the whole of the work and materials, matters and things required to be done, furnished and performed under this contract. The word "Engineer" shall mean the Chief Engineer for the time being appointed by the Commission and having control over the work.

2. The contractors will at their own expense provide all and every kind of work, labor materials, articles and things whatsoever for the due construction and completion and will well and duly build and complete in a perfect and workmanlike manner an Office Building in the Town of North Bay, at such a place as the Engineer may direct in strict compliance with the specifications hereto annexed and with the plans and drawings relating thereto, to the complete satisfaction of the Engineer and will deliver the said office building, complete to the Commission on or before the thirtieth day of November, one thousand nine hundred and seven, time being agreed to be essential and of the essence of this contract.

3. The contractors shall forthwith commence work and shall proceed diligently therewith at the rate required by the Engineer and shall complete the work, including extras and alterations and notwithstanding any delay or hindrance by the Commission, to the satisfaction of the Engineer by the date set out in the last preceding paragraph or by such other date as on the written application of the contractors for an extension of time, the Engineer may, in writing substitute and in default shall pay to the Commission by way of liquidated damages, the sum of twenty dollars for each day which shall or may elapse after the date mentioned in the last preceding paragraph or the date expressly substituted therefor, in manner aforesaid, by the Engineer until the whole work shall be so completed and delivered.

4. The Engineer shall be at liberty at any time either before commencement or during construction of the works or any portion thereof to order any extra work to be done and to make any changes which he may deem expedient in the dimensions, character, nature, location or position of the works or any part or parts thereof or in any other things connected with the works, whether or not such changes increase or diminish the work to be done, or the cost of doing the same and the contractors shall immediately comply with all requisitions of the Engineer in that behalf and shall commence and complete the work so ordered to be done within the time specified by the Engineer, but the Contractors shall not make any changes in or addition to or omission or deviation from the work and shall not be entitled to any payment for any changes, addition, deviation or any extra work unless such changes, addition, omission, deviation or extra work shall have been first directed in writing by the Engineer and notified to the contractors and the decision of the Engineer as to whether any such change or deviation increases or diminshes the work and as to the allowance to be made to the contractors or deducted from the contractors in respect of any such increase or diminution, shall be final and all the provisions of this contract shall apply to any changes, additions, deviations or extra work in like manner and to the same extent as to the work tendered for and no

changes, additions, deviations or extra work shall annul or invalidate this contract and no compensation shall be claimable by the contractors for any loss of anticipated profits in respect of or in consequence of any change or deviation in or omission from the works.

5. The Engineer shall be the sole judge of the work and material in respect of both quantity and quality and his decision on all matters in dispute in respect to work and material, shall be final and no works or extra or additional works or changes shall be deemed to have been executed nor shall the contractors be entitled to payment for the same, unless the same shall have been directed in writing as hereinbefore provided and executed to the satisfaction of the Engineer as evidenced by his certificate in writing, which certificate shall be a condition precedent to the right of the contractors to be paid therefor.

6. The contractors shall be at the risk of and shall bear all loss or damage whatsoever which may occur to the works or any of them until the same be fully and finally completed and delivered up to and accepted by the Commission and if any such loss or damage occur before such time for completion, delivery and acceptance, the contractors shall immediately at their own expense, repair, restore and re-execute the work so damaged so that the whole or the respective parts thereof will be completed within the time hereby limited.

7. Neither the acceptance nor the payment for the said office building by the Commission shall be construed as any waiver of the obligations of the contractors with reference thereto.

8. The Commission in consideration of the premises, covenants with the contractors, that the contractors from time to time and in all respects having fulfilled and performed the provisions of this contract on the contractors' part intended to be fulfilled and performed will be paid for and in respect of the said office building, so completed as aforesaid, the sum of forty-two thousand eight hundred and twenty-eight dollars, subject to such deductions or additions as shall be certified by the Engineer, payments to be made from time to time on progress certificates of the Engineer and the final payment to be made within forty days after the date of the Engineers final certificate of the completion of said work.

9. It is distinctly agreed that no implied contract of any kind whatsoever, by or on behalf of the Commission shall arise or be implied from anything contained in this contract, including the said specifications and the plans or drawings or the tender of the said contractors for said work or from any position or situation of the parties at any time it being clearly understood and agreed that the express contracts, covenants, agreements and stipulations contained in these presents and in the said specifications, plans and drawings are and shall be the only contracts, covenants, agreements and stipulations upon which any right of action, against the Commission is to be founded; it being further expressly agreed that the said specifications and these presents are to be read together and in case of any discrepancy between these presents and anything contained in such specifications, the provisions of these presents shall govern and in case of any discrepancy appearing at any time between the specifications, plans and drawings or any of them the contractors shall follow such one of them as the Engineer shall in writing direct.

In witness whereof this agreement has been duly signed, sealed and executed by the said Contractors and duly executed by the said Commission under its corporate seal and the hands of its Chairman and Secretary.

Signed, sealed and delivered, in the presence of, (Sgd.) T. P. Burns.

O'Boyle Bros. Construction Co., Ltd., *Per* Jno. O'Boyle.

(Seal.)

The Temiskaming and Northern Ontario Railway Commission.

(Sgd.) H. F. Macdonald, As to the signature, J. L. Englehart and A. J. McGee.

(Sgd.) J. L. Englehart, *Chairman.*

(Sgd.) A. J. McGee, *Secretary Treasurer.*

(Seal.)

One tender was received for stations at Diver and Redwater.

O'Boyle Bros. Construction Co., for each building above foundation	$1,596 00	Each
Rock excavation per cubic yard	3 00	"
All other excavation per cubic yard	1 00	"
Concrete in foundations, per cubic yard	14 00	"
Cedar in platforms and foundations, per M. feet	35 00	"
Planking, joists, stringers and railings complete in platforms, per M. feet	40 00	"

Contract was awarded as above.

Articles of agreement made in duplicate the twenty-seventh day of July in the year of our Lord one thousand nine hundred and seven, between the O'Boyle Brothers Construction Company of Sault Ste. Marie, Ontario, hereinafter called the Contractor, and the Temiskaming and Northern Ontario Railway Commission, hereinafter called the Commission, witnesseth:

1. In this contract the word "work" or "works" shall, unless the context requires a different meaning, mean the whole of the work and materials, matters and things required to be done, furnished and performed under this contract. The word "Engineer" shall mean the Chief Engineer for the time being appointed by the Commission and having control over the work.

2. The Contractor will at its own expense provide all and every kind of work, labor, materials, articles and things whatsoever, for the due construction and completion, and will well, and duly build and complete in a perfect and workmanlike manner two combined freight and passenger stations on the right of way of the Commission on sites to be selected by the Engineer at or near the following points, that is to say, one at Diver and one at Redwater, with all necessary appliances for use by the Commission in connection with said railway, in strict accordance with the specifications therefor prepared and approved by the Engineer, and with the plans and drawings relating thereto to the complete satisfaction of the Engineer, and will deliver the said stations complete to the Commission on or before the first day of February, 1908, time being agreed to be material, and of the essence of this contract.

3. The Engineer shall be at liberty at any time either before the commencement or during the construction of the works or any portion thereof, to order any extra work to be done, and to make any changes which he may deem expedient in the dimensions, character, nature, location or position of the works, or any part or parts thereof, or in any other matter or thing connected with the works whether or not such changes increase or diminish the work to be done or the cost of doing the same, and the Contractor shall immediately comply with all requisitions of the Engineer in that behalf, and shall commence and complete the work so ordered to be done within the time specified by the Engineer, and that the contractor shall not make any change in or addition to, or omission or deviation from the work, and shall not be entitled to any payment for any change, addition, deviation or extra work unless such change, addition, omission, deviation or extra work shall have been first directed in writing by the Engineer and notified to the Contractor, and the decision of the Engineer as to whether any such change or deviation increases or diminishes the work, and as to the allowance to be made to the contractor or deducted from the Contractor in respect of any such increase or diminution shall be final, and all the provisions of this contract shall apply to any changes, additions, deviations or extra work in like manner, and to the same extent as to the work tendered for, and no changes, additions, deviations or extra work shall annul or invalidate this contract, and no compensation shall be claimable by the Contractor for any loss of anticipated profits in respect of or in consequence of any change or deviation in or omission from the works.

4. The Engineer shall be the sole judge of the work and material in respect of both quantity and quality, and his decision on all questions in dispute in regard to work and material shall be final, and no works or extra or additional works or changes shall be deemed to have been executed, nor shall the Contractor be entitled to payment for the same unless the same shall have been directed in writing as hereinbefore provided and executed to the satisfaction of the Engineer, as evidenced by his certificate in writing which certificate shall be a condition precedent to the right of the Contractor to be paid therefor.

5. The Contractor shall be at the risk of and shall bear all loss or damage whatsoever which may occur to the works, or any of them, until the same be fully and finally completed and delivered up to and accepted by the Commission, and, if any such loss or damage occurs before such final completion, delivery and acceptance, the contractor shall immediately at its own expense, repair, restore and re-execute the work so damaged, so that the whole works or the respective parts thereof may be completed within the time hereby limited.

6. The Commission shall be entitled to hold the sum of eight hundred dollars cash deposit with the Contractors' tender as security for the due performance by the Contractor of the terms of this contract.

7. The Commission in consideration of the premises, covenants with the Contractor that the Contractor from time to time and in all respects having fulfilled and performed the provisions of this contract on the Contractors' part intended to be fulfilled and performed shall be paid for, and in respect of each of the said stations the sum of one thousand five hundred and ninety-six dollars, together with three dollars per cubic yard for rock excavation; one dollar per cubic yard for other excavation; fourteen dollars per cubic yard for concrete foundations; thirty-five dollars per thousand feet board measure for cedar in foundation and platforms, and forty dollars per thousand feet board measure for planking, joists, stringers and railings com-

plete in foundations; all as certified by the Engineer subject to such deductions or additions as shall be certified by the Engineer. Payments to be made from time to time on progress certificates of the Engineer, and the final payment to be made within forty days after the date of the Engineer's final certificate of the completion of the said work.

8. It is distinctly agreed that no implied contract of any kind whatsoever, by or on behalf of the Commission shall arise or be implied from anything contained in this contract, including the said specifications, and the plans and drawings or the tender of the said Contractor for the said work or from any position or situation of the parties at any time, it being clearly understood and agreed that the express contracts, covenants, agreements and stipulations contained in these presents and in the said specifications, plans and drawings are and shall be the only contracts, covenants, agreements and stipulations upon which any right against the Commission is to be found; it being further expressly agreed that the said specifications and these presents are to be read together, and that in the case of any discrepancy between these presents, and anything contained in these specifications and provisions of these presents shall govern, and in case of any discrepancy appearing at any time between the specifications, plans and drawings, or any of them, the Contractor shall follow such one of them as the Engineer shall in writing direct.

As witness the corporate seals of the said parties and the hands of the proper officers in that behalf.

Witness:
T. P. Burns.

O'Boyle Bros. Construction Co., Limited, (Seal)
Per Jno. O'Boyle.

(Sgd.) B. L. Thompson.

The Temiskaming and Northern Ontario Railway Commission, (Seal)
(Sgd.) J. L. Englehart,
Chairman.
(Sgd.) A. J. McGee,
Secretary-Treasurer.

One tender was received for construction of stores building, North Bay.

O'Boyle Bros. Construction Co., Limited, Sault Ste. Marie.....	$20,629 88
Rock excavation per cubic yard	3 00
All other excavation per cubic yard	1 00
Concrete in foundations	10 00
Piling per lineal foot	40
Pine in platform per M. foot B. M.	40 00
Cedar posts in platform	15

Contract was awarded as above.

Articles of agreement made in duplicate this thirty-first day of August in the year of our Lord one thousand nine hundred and seven, between O'Boyle Bros. Construction Company, Limited, hereinafter called the Contractor, of

the first part, and the Temiskaming and Northern Ontario Railway Commission, hereinafter called the Commission, of the second part, witnesseth:

1. In this contract the word "work" or "works" shall, unless the context requires a different meaning, mean the whole of the work and materials, matters and things required to be done, furnished and performed under this contract. The word "Engineer" shall mean the Chief Engineer for the time being appointed by the Commission and having control over the work.

2. The contractors will at their own expense provide all and every kind of work, labor, materials, articles and things whatsoever, for the due construction and completion, and will well and duly build and complete in a perfect and workmanlike manner a stores building in the town of North Bay, at such place as the Engineer may direct, in strict compliance with the specifications hereto annexed, and with the plans and drawings relating thereto to the complete satisfaction of the Engineer, and will deliver the said stores building complete to the Commission on or before the thirty-first day of October, 1907, time being agreed to be material and of the essence of this contract.

3. The Contractors shall forthwith commence work and shall proceed diligently therewith at the rate required by the Engineer, and shall complete the work including extras and alterations, and notwithstanding any delay or hindrance by the Commission to the satisfaction of the Engineer by the date set out in the last preceding paragraph, or by such other date as on the written application of the Contractors, for an extension of time the Engineer may in writing substitute, and in default shall pay to the Commission by way of liquidated damages the sum of twenty dollars for each day which shall or may elapse after the date mentioned in the last preceding paragraph or the date expressly substituted therefor in manner aforesaid by the Engineer until the whole work shall be so completed and delivered.

4. The Engineer shall be at liberty at any time either before the commencement or during the construction of the works, or any portion thereof, to order any extra work to be done, and to make any changes which he may deem expedient in the dimensions, character, nature, location or position of the works, or any part or parts thereof or in any other things connected with the works, whether or not such changes increase or diminish the work to be done, or the cost of doing the same, and the contractors shall immediately comply with all requisitions of the Engineer in that behalf and shall commence and complete the work so ordered to be done within the time specified by the Engineer, but the Contractors shall not make any change in or addition to or omission or deviation from the work, and shall not be entitled to any payment for any change, addition, deviation or extra work, unless such change, addition, omission, deviation or extra work shall have been first directed in writing by the Engineer, and notified to the Contractors, and the decision of the Engineer, as to whether any such change or deviation increases or diminishes the work, and as to the allowance to be made to the Contractors or deducted from the Contractors in respect of any such increase or diminution shall be final, and all the provisions of this contract shall apply to any changes, additions, deviations or extra work in like manner, and to the same extent as to the work tendered for, and no changes, additions, deviations or extra work shall annul or invalidate this contract, and no compensation shall be claimable by the Contractors for any loss of anticipated profits in respect of or in consequence of any change or deviation in or omission from the works.

5. The Engineer shall be the sole judge of the work and material in respect of both quantity and quality, and his decision on all matters in dis-

pute in respect to work and material shall be final, and no works or extra or additional works or changes shall be deemed to have been executed, nor shall the contractors be entitled to payment for the same, unless the same shall have been directed in writing, as hereinbefore provided, and executed to the satisfaction of the Engineer, as evidenced by his certificate in writing, which certificate shall be a condition precedent to the right of the Contractor to be paid therefor.

6. The Contractor shall be at the risk of and shall bear all loss or damage whatsoever which may occur to the works or any of them until the same be fully and finally completed and delivered up to and accepted by the Commission, and if any such loss or damage occur before such time for completion, delivery and acceptance, the contractors shall immediately at their own expense repair, restore and re-execute the work so damaged, so that the whole works or the respective parts thereof will be completed within the time hereby limited.

7. Neither the acceptance nor the payment for the said stores building by the Commission shall be construed as any waiver of the obligations of the Contractors with reference thereto.

8. The Commission in consideration of the premises, covenants with the Contractors that the Contractors from time to time, and in all respects having fulfilled and performed the provisions of this contract on the Contractors' part, intended to be fulfilled and performed, will be paid for, and in respect of the said work, three dollars per cubic yard for rock excavation, one dollar per cubic yard for all other excavations, ten dollars per cubic yard for concrete foundations, forty cents per lineal foot for piling, forty dollars per thousand feet, board measure, for pine in the platform, and fifteen cents per lineal foot for cedar posts in the platform, together with the sum of twenty thousand, six hundred and twenty-seven dollars and eighty eight cents, the latter sum representing all work and material not covered by the above quantity items. All subject to such deductions or additions as shall be certified by the Engineer, payments to be made from time to time on progress certificates of the Engineer and the final payment will be made within forty days after the date of the Engineer's final certificate of the completion of the said work.

9. It is distinctly agreed that no implied contract of any kind whatsoever, by or on behalf of the Commission, shall arise or be implied from anything contained in this contract, including the said specifications and the plans and drawings or the tender of the said contractors for said work, or from any position or situation of the parties at any time, it being clearly understood and agreed that the express contracts, covenants, agreements and stipulations contained in these presents, and in the said specifications, plans and drawings are and shall be the only contracts, covenants, agreements and stipulations upon which any right of action against the Commission is to be founded; it being further expressly agreed that the said specifications, and these presents are to be read together, and in case of any discrepancy between these presents and anything contained in such specifications, the provisions of these presents shall govern, and in case of any discrepancy appearing at any time between the specifications, plans and drawings or any of them the Contractor shall follow such one of them as the Engineer shall in writing direct.

As witness the corporate seals of said parties and the hands of the proper officers in that behalf.

Signed, sealed and delivered, in the presence of, (Sgd.) T. P. Burns.

O'Boyle Bros. Construction Co., Ltd., (Sgd.) Jno. O'Boyle.

(Seal.)

The Temiskaming and Northern Ontario Railway Commission.

(Sgd.) B. L. Thompson.

(Sgd.) J. L. Englehart, *Chairman.*

(Sgd.) A. J. McGee, *Secretary Treasurer.*

(Seal.)

Tenders for Construction, Blacksmith Shop, North Bay, were received as follows:—

	Clarke & Monds.	O'Boyle Bros. Cons't Co.
Building complete above foundation	$4,360 00	$5,522 00
Concrete in foundation, cu. yd.	9 10	10 00
Excavation, if no deeper than shewn on plan, cu. yd.	75	1 00
Excavation, if carried deeper than shown on plan, cu. yd.	1 50	
Rock Excavation, cu. yd.	3 50	3 00

Contract was awarded to Clark & Monds, price being lowest.

Articles of Agreement made in duplicate this 31st day of August in the year of our Lord, 1907.

BetweenE. R. Clarke and W. Monds of Toronto, trading under the firm name of Clarke and Monds, hereinafter called the contractors, *of the first part* and The Temiskaming and Northern Ontario Railway Commission, hereinafter called the Commission, *of the second part*, witnesseth:

1. In this contract the word "work" or "works" shall, unless the context requires a different meaning, mean the whole of the work and materials, matters and things required to be done furnished and performed under this contract. The word "Engineer" shall mean the Chief Engineer for the time being appointed by the Commission and having control over the work.

2. The contractors will at their own expense provide all and every kind of work, labor, materials, articles and things, whatsoever, for the due construction and completion and will, well and duly, build and complete in a perfect and workmanlike manner, a Blacksmith Shop at such point on the right of way or station grounds of the Commission at or near North Bay as the Engineer may direct with all necessary appliances for the use of the Commission in connection with the railway of the Commission in strict compliance with the specifications hereto annexed and with the plans and drawings relating thereto to the complete satisfaction of the Engineer and will deliver the said Blacksmith Shop complete to the Commission on or before the thirty-first day of October, 1907, time being agreed to be material and of the essence of this contract.

3. The contractors shall forthwith commence work and shall proceed diligently therewith at the rate required by the Engineer and shall complete the work including extras and alterations and notwithstanding any delay or hindrance by the Commission to the satisfaction of the Engineer by the date set out in the last preceding paragraph or by such other date as on the written application of the contractors for an extension of time the Engineer may in writing substitute and in default shall pay to the Commission by way of liquidated damages the sum of twenty dollars for each day which shall or may elapse after the date mentioned in the last preceding paragraph or the date expressly substituted therefor in manner aforesaid by the Engineer until the whole work shall be so completed and delivered.

4. The Engineer shall be at liberty at any time either before the commencement or during the construction of the works or any portion thereof to order any extra work to be done and to make any changes which he may deem expedient in the dimensions, character, nature, location or position of the works or any part or parts thereof, or in any other things connected with the works, whether or not such changes increase or diminish the work to be done or the cost of doing the same and the contractors shall immediately comply with all requisitions of the Engnieer in that behalf and shall commence and complete the work so ordered to be done within the time specified by the Engineer, but the contractors shall not make any change in or addition to or omission or deviation from the work and shall not be entitled to any payment for any change, addition, deviation or any extra work unless such change, addition, omission, deviation or extra work shall have been first directed in writing by the Engineer and notified to the contractors and the decision of the Engineer as to whether any such change or deviation increases or diminishes the work and as to the allowance to be made to the contractors or deducted from the contractors in respect of any such increase or diminution shall be final and all the provisions of this contract shall apply to any changes, additions, deviations or extra work shall annul or invalidate this contract and no compensation shall be claimable by the contractors for any loss of anticipated profits in respect of or in consequence of any change or deviation in or omission from the works.

5. The Engineer shall be the sole judge of the work and material in respect of both quantity and quality and his decision on all matters in dispute in respect to work and material and shall be final and no works or extra or additional works or changes shall be deemed to have been executed nor shall the contractors be entitled to payment for the same unless the same shall have been directed in writing as hereinbefore provided and executed to the satisfaction of the Engineer as evidenced by his certificate in writing which certificate shall be a condition precedent to the right of the contractors to be paid therefor.

6. The contractors shall be at the risk of and shall bear all loss or damage, whatsoever, which may occur to the works or any of them until the same be fully and finally completed and delivered up to and accepted by the Commission and if any such loss or damage occur before such time for completion, delivery and acceptance, the contractors shall immediately at their own expense repair, restore and re-execute the work so damaged so that the whole works or the respective parts thereof will be completed within the time hereby limited.

7. The Commission in consideration of the premises, covenants with the contractors that the contractors from time to time and in all respects having fulfilled and performed the provisions of his contract on the contractor's part intended to be fulfilled and performed will be paid for and in respect of the said work above foundation the sum of four thousand three hundred

and sixty dollars and for the balance of the said work nine dollars and ten cents per cubic yard for concrete in foundations, one dollar and twenty-five cents per cubic yard for earth excavation and three dollars and fifty cents per cubic yard for all rock excavation, subject to such deductions or additions as shall be certified by the Engineer, payments to be made from time to time on progress certificates of the Engineer and the final payment to be made within forty days after the date of the Engineer's final certificate of the completion of the said work.

8. It is distinctly agreed that no implied contract of any kind, whatsoever, by or on behalf of the Commission shall arise or be implied from anything contained in this contract including the said specifications and the plans and drawings or the tender of the said contractors for said work or from any position or situation of the parties at any time, it being clearly understood and agreed that the express contracts, covenants, agreements and stipulations contained in these presents and in the said specifications, plans and drawings are and shall be the only contracts, covenants, agreements and stipulations upon which any right of actions against the Commission is to be founded, it being further expressly agreed that the said specifications and these presents are to be read together and in case of any discrepancy between these presents and anything contained in such specifications, the provisions of these presents shall govern, and in case of any discrepancy appearing at any time between the specifications, plans and drawings or any of them, the contractors shall follow such one of them as the Engineer shall in writing direct.

In witness whereof this agreement has been duly signed, sealed and executed by the said contractors and duly executed by the said Commission under its corporate seal and hands of the proper officers in that behalf.

Signed, sealed and delivered in the presence of
As to signature W. Monds, J. H. Doak.
As to signature E. R. Clarke, Stanley Moss.

(Sgd.) E. R. Clarke. (Seal)
W. Monds. (Seal)

Temiskaming and Northern Ontario Railway Commission.

(Sgd.) B. L. Thompson.

(Sgd.) J. L. Englehart, *Chairman.* (Seal)
(Sgd.) A. J. McGee, *Secretary-Treasurer.*

Tenders for construction of Station, North Cobalt, were received, as follows:

	O'Boyle Bros. Const. Co.	North Cobalt Land Corp'n.
Station complete above foundations	$3,857 70	$3,550 00
Excavation in foundations, including back filling, per cu. yd., Rock	3 00	
Earth	1 00	75
Concrete in foundations, per cu. yd.	12 00	10 50
Cedar in platform, per M. ft.	35 00	30 00
Joists and planking	45 00	40 00

Tender of North Cobalt Land Corporation was accepted, price being lowest.

Articles of agreement made in duplicate this eighteenth day of September, in the year of our Lord one thousand nine hundred and seven, between the North Cobalt Land Corporation, Limited, hereinafter called the contractor, and the Temiskaming and Northern Ontario Railway Commission, hereinafter called the Commission, witnesseth:

1. In this contract the word "work" or "works" shall, unless the context requires a different meaning, mean the whole of the work and materials, matters and things required to be done, furnished and performed under this contract. The word "Engineer" shall mean the Chief Engineer for the time being appointed by the Commission and having control over the work.

2. The contractor will at its own expense provide all and every kind of work, labor, materials, articles and things whatsoever for the due construction and completion and will well and duly build and complete in a perfect and workmanlike manner a station house on the right of way of the Commission on site to be selected by the Engineer at or near North Cobalt, in strict compliance with the specifications hereto annexed and with the plans and drawings relating thereto, to the complete satisfaction of the Engineer, and will deliver the said station house complete to the Commission on or before the first day of November, 1907, time being agreed to be material and of the essence of this contract.

3. The contractor shall forthwith commence work and shall proceed diligently therewith at the rate required by the Engineer, and shall complete the work, including extras and alterations, and notwithstanding any delay or hindrance by the Commission, to the satisfaction of the Engineer by the date set out in the last preceding paragraph or by such other date as on the written application of the contractor for an extension of time the Engineer may in writing substitute, and in default shall pay to the Commission by way of liquidated damages the sum of twenty dollars for each day which shall or may elapse after the date mentioned in the last preceding paragraph or the date expressly substituted therefor in manner aforesaid by the Engineer until the whole work shall be so completed and delivered.

4. The Engineer shall be at liberty at any time either before the commencement or during construction of the works or any portion thereof to order any extra work to be done and to make any changes which he may deem expedient in the dimensions, character, nature, location or position of the works or any part or parts thereof or in any other thing connected with the works, whether or not such changes increase or diminish the work to be done or the cost of doing the same, and the contractor shall immediately comply with all requisitions of the Engineer in that behalf, and shall commence and complete the work so ordered to be done within the time specified by the Engineer, but the contractor shall not make any change in or addition to or omission or deviation from the work and shall not be entitled to any payment for any change, addition, omission, deviation or any extra work unless such change, addition, omission, deviation or extra work shall have been first directed in writing by the Engineer and notified to the contractor, and the decision of the Engineer as to whether any such change or deviation increases or diminishes the work and as to the allowance to be made to the contractor or deducted from the contractor in respect of any such increase or diminution shall be final and all the provisions of this contract shall apply to any changes, additions, deviations or extra work in like manner and to the same extent as to the work tendered for and no changes, additions, deviations or extra work shall annul or invalidate this contract, and no compensation shall be claimable by the contractor for any loss of anticipated profits in respect of or in consequence of any change or deviation in or omission from the works.

5. The Engineer shall be the sole judge of the work and material in respect of both quantity and quality and his decision on all matters in dispute in respect to work and material shall be final and no works or extra or additional works or changes shall be deemed to have been executed nor shall the contractor be entitled to payment for the same unless the same shall have been directed in writing as hereinbefore provided and executed to the satisfaction of the Engineer as evidenced by his certificate in writing, which certificate shall be a condition precedent to the right of the contractor to be paid therefor.

6. The contractor shall be at the risk of and shall bear all loss or damage whatsoever which may occur to the works or any of them until the same be fully and finally completed and delivered up to and accepted by the Commission, and if any such loss or damage occur before such time for completion, delivery and acceptance the contractor shall immediately at its own expense repair, restore and re-execute the work so damaged so that the whole works or the respective parts thereof will be completed within the time hereby limited.

7. Neither the acceptance nor the payment for the said station house by the Commission shall be construed as any waiver of the obligations of the contractor with reference thereto.

8. The Commission, in consideration of the premises, covenants with the contractor that the contractor from time to time, and in all respects having fulfilled and performed the provisions of this contract on the contractor's part intended to be fulfilled and performed, will be paid for and in respect of the said work seventy-five cents per cubic yard for excavation in foundations including necessary back filling; ten dollars and fifty cents per cubic yard for concrete foundations; forty dollars per thousand feet board measure for joists and planking in platform; thirty dollars per thousand feet board measure for cedar in platform and in sills or posts, together with the sum of three thousand five hundred and fifty dollars, the latter sum representing all work and material not covered by the above quantity items; all subject to such deductions or additions as shall be certified by the Engineer; payments to be made from time to time on progress certificates of the Engineer and the final payment to be made within forty days after the Engineer shall have given his final certificate of the completion of the said work.

9. It is distinctly agreed that no implied contract of any kind whatsoever by or on behalf of the Commission shall arise or be implied from anything contained in this contract, including the said specifications and the plans and drawings or the tender of the said contractor for said work or from any position or situation of the parties at any time, it being clearly understood and agreed that the express contracts, covenants, agreements and stipulations contained in these presents and in the said specifications, plans and drawings are and shall be the only contracts, covenants, agreements and stipulations upon which any right of action against the Commission is to be founded; it being further expressly agreed that the said specifications and these presents are to be read together and in case of any discrepancy between these presents and anything contained in such specifications, the provisions of these presents shall govern and in case of any discrepancy appearing at any time between the specifications, plans and drawings or any of them the contractor shall follow such one of them as the Engineer shall in writing direct.

As witness the corporate seals of the said parties and the hands of the proper officers in that behalf.

THE NORTH COBALT LAND CORPORATION, LIMITED,.
(Sgd.) J. A. KAMMERER. (Seal.)

THE TEMISKAMING AND NORTHERN ONTARIO RAILWAY COMMISSION, (Seal.)

(Sgd.) B. L. THOMPSON.

(Sgd. J. L. ENGLEHART, *Chairman.*
(Sgd.) A. J. MCGEE, *Secretary-Treasurer.*

CONTRACT FOR TIES.

Memorandum of agreement made in duplicate this thirtieth day of November, in the year of our Lord one thousand nine hundred and seven, between John Cahill, of the Village of Bonfield, hereinafter called the contractor, and The Temiskaming and Northern Ontario Railway Commission, hereinafter called the Commission, witnesseth:

That in consideration of the mutual covenants and agreements hereinafter contained, the parties hereby agree as follows:

1. The contractor will deliver to the Commission at such points on the right of way of the Commission south of New Liskeard as shall from time to time be fixed by the Tie Inspector of the Commission, thirty-seven thousand five hundred number one ties and thirty-seven thousand five hundred number two ties, to be made from sound timber of good merchantable quality and in strict compliance in all respects with the specifications hereto annexed, which specifications are hereby made a part of this contract; it being, however, agreed that should there in any respect be any discrepancy between the specifications and these presents then the terms of these presents shall govern; all of such ties to be delivered on or before the first day of July, one thousand nine hundred and eight, time being agreed to be material and of the essence of this contract.

2. The contractor will pay in cash for all ties purchased by him from other parties and shall not directly or indirectly contract for ties for said work the price of which shall be payable either wholly or partly in goods or otherwise than in actual cash.

3. The contractor will furnish satisfactory evidence to the Engineer from time to time as requested by the Engineer of his having complied with the provisions of the last preceding clause hereof and as to the land upon which all ties delivered from time to time have been cut and that the contractor or other party cutting same had the legal right to cut such ties and dispose of them and that the same are free from all liens and attachments, and until such evidence to the satisfaction of the Engineer is furnished and until ties from time to time are actually accepted and marked by the Engineer or by his agent in that behalf as aforesaid, the same shall be at the risk of the contractor.

4. The decision of the Engineer or of his agent in that behalf as to whether the ties conform to and are delivered in accordance with the terms of this contract shall be final and conclusive. Culled ties must be promptly removed from the railway right of way.

5. Government dues (if any) shall be paid by the Commission.

6. If the contractor shall become bankrupt or insolvent or shall make an assignment for the benefit of his creditors or shall compound with his creditors or propose any composition to his creditors for the settlement of his debts

or shall attempt to transfer, sublet or assign this contract or any part thereof without the consent in writing of the Engineer, or if by the report of the Engineer it shall appear that the rate of progress of the said work in the opinion of the Engineer is not such as to ensure the completion of same within the time prescribed, or in case the said work has not been completed within the time limited, or if the contractor shall in the opinion of the Engineer (who shall be the sole and absolute judge in that behalf) persist in any course violating the provisions of this contract the Commission shall have the power and right at its discretion without previous notice, and without process of law, to take the work or any part thereof out of the hands of the contractor and either relet the same to any other person or persons with or without previous advertisement or to employ workmen and provide materials, tools and other necessary things at the expense of the contractor, or to take such other steps as the said Commission may consider necessary in order to secure the completion of the said work, and in any such case the contractor shall have no claim to any payment in respect of work performed, but all things done and means employed under this clause by the Commission shall be as binding on the contractor as if the things done and means employed had been done and employed by him under this contract; but the contractor shall nevertheless remain liable for all loss and damage which may be suffered by the Commission by reason of the non-completion by the contractor of the work or by reason of any of the matters aforesaid which damages shall be deemed to include all salaries or wages which shall be payable to the person or persons superintending the work on behalf of the Commission, and no action or claim shall be raised or made by the contractor by reason or on account of the ultimate cost of the work so taken over, providing greater than in the opinion of the contractor it should be, and the amount of all such loss and damages shall be computed and ascertained by the Engineer, whose certificate certifying to the amount thereof shall be final and binding upon all parties, but notwithstanding any of the matters aforesaid, the contractor shall receive credit for all amounts owing to him for the part of the work which he shall have performed, subject, however, to the right of the Commission to deduct therefrom all such loss and damages as aforesaid so certified by the Engineer.

7. Cash payments equal to about ninety per cent. of the value of the ties so delivered and accepted shall be made to the contractor monthly on the written certificate of the Engineer that such ties have been so delivered and accepted, and such evidence furnished as aforesaid and the certificate shall be a condition precedent to the right of the contractor to be paid the said ninety per cent. or any part thereof. The remaining ten per cent. shall be retained until the final completion of the whole work to the satisfaction of the Engineer and until the Engineer shall be satisfied that all wages of all workmen, laborers and servants of the said contractor and of all sub-contractors under him as well as the price of all ties purchased by the contractor from other parties have been duly paid, whereupon the Engineer shall give his final certificate accordingly, and such remaining ten per cent. or the balance payable to the contractor as found by the Engineer shall be paid to him by the Commission within forty days after the granting of such final certificate; and it is hereby declared that the written certificate of the Engineer certifying to the final completion of this contract as aforesaid shall be a condition precedent to the right of the contractor to receive or to be paid the said remaining ten per cent. or any part thereof.

8. Should the contractor not complete the work notwithstanding any delay or hindrance by the Commission, to the satisfaction of the Engineer on or before the date aforesaid, he shall at the option of the Commission in lieu of liability to pay damages and expenses as provided in the last preceding

clause pay to the Commission by way of liquidated damages the sum of twenty dollars for each day which shall elapse after the said date before the whole work shall be completely executed to the satisfaction of the Engineer.

9. The contractor shall not in any way without the consent in writing of the Engineer first having been obtained, dispose of, assign, sublet or relet the work embraced in this contract or any portion thereof.

10. The Commission, in consideration of the premises, hereby covenants with the contractor that the contractor from time to time and in all respects having fulfilled the covenants and agreements herein contained and on the contractor's part intended to be fulfilled, will be paid on the terms aforesaid for each and every tie delivered and accepted as above as follows: For number one ties, forty-one cents, and for number two ties, thirty-six cents.

11. The word "Engineer" wherever used in this contract shall mean the Chief Engineer for the time being of the Commission and having control of the work of construction of the said line of railway.

12. This contract shall be binding upon and shall enure to the benefit of the heirs, executors and administrators of the contractor and the successors and assigns of the Commission respectively.

In witness whereof this agreement has been duly signed, sealed and executed by the contractor and duly executed by the Commission under its corporate seal and the hands of its Chairman and Secretary.

Signed, sealed, and delivered in the presence of as to signature by John Cahill, (Sgd.) J. M. McNamara. (Sgd.) John Cahill. (Seal.)

The Temiskaming and Northern Ontario Railway Commission, (Seal.)

(Sgd.) B. L. Thompson.

(Sgd.) J. L. Englehart, *Chairman.*

(Sgd.) A. J McGee, *Secretary-Treasurer.*

Tenders were received for six ten-wheeled locomotives, as follows: —

Locomotive and Machine Co., Montreal, delivered Nov., '07, f.o.b. North Bay	$18,500.00 Ea.
Canadian Locomotive Company, Kingston, delivery after January, '08, f.o.b. North Bay	18,900.00 Ea.

Lower price and more suitable delivery being offered by Locomotive and Machine Company, contract was awarded accordingly.

Articles of Agreement made in duplicate this 30th day of March, in the year of our Lord one thousand nine hundred and seven, between The Locomotive and Machine Co., of Montreal, Limited, hereinafter called the Contractor, and The Temiskaming and Northern Ontario Railway Commission, hereinafter called the Commission.

Witnesseth:

1. In this contract the word "Inspector" shall mean the Inspector for the time being appointed by the Commission to represent and act for the

Commission in the supervision of the construction, and in the inspection and certification of the locomotive engines hereinafter referred to.

2. The Contractor will supply and provide all and every kind of work, labor, materials, articles and things whatsoever necessary for the due construction and completion, and will well and duly build and complete in a perfect and workmanlike manner six ten-wheeled locomotive engines, with all necessary appliances, for use on the line of railway of the Commission in strict compliance with the specifications hereunto annexed, and to the complete satisfaction of the Inspector, and will deliver the same complete to the Commission free on the railway tracks of the Commission at North Bay on or before the thirtieth day of November, 1907, time being agreed to be material and of the essence of this contract, and in default of such delivery within the time aforesaid will pay to the Commission by way of liquidated damages the sum of five dollars in respect of each of the said locomotive engines for each day, not exceeding fourteen days, which may elapse after the date aforesaid before delivery of the said locomotive engines respectively, and the sum of twenty-five dollars in respect of each locomotive engine for each day which may elapse after the expiration of such fourteen days before delivery of said locomotive engines respectively, which sums the Commission is authorized to deduct from the purchase price hereinafter mentioned; Provided, however, that such damages shall not be recoverable in respect of any delays caused wholly by strikes, fires, accidents or other unavoidable occurrences wholly beyond the control of the Contractor.

3. The Contractor will furnish and deliver to the Commission at Toronto, without extra charge, two complete sets of blue prints of all detail plans of said locomotive engines, and until delivery of such blue prints the Contractor shall not be deemed for the purposes of this contract to have delivered said locomotive engines or be entitled to payment therefor.

4. The Inspector shall be the sole judge of all work and material done and supplied under this contract and his decision on all questions in dispute with regard to any such work or material shall be final, and the whole work shall be executed to his satisfaction as evidenced by his certificate in writing, which certificate shall be a condition precedent to the right of the Contractor to be paid therefor.

5. The Inspector and all persons from time to time authorized by him in that behalf shall have free entry and access to the works of the Contractor at all times while this contract is being performed, and shall have all reasonable facilities afforded to him and his representatives as aforesaid to satisfy them that the same is being carried out and performed in accordance with this contract.

6. The acceptance of and payment of the price of one or more of said locomotice engines by the Commission shall not be considered as any waiver of the obligations of the Contractor with reference to the others.

7. The Contractor guarantees all main parts, such as boiler frames, wheels, axles, rods, crank pins, axle boxes, eccentrics, cylinders and connections not to show signs of defect or weakness within two years' average service under fair usage, it being however understood and agreed between the parties that for the purposes of this contract construction service is not to be considered fair usage. The books kept in the office of the Mechanical Superintendent of the Commission shall be taken as final and conclusive evidence of the time said wheels, springs, axles, etc., have lasted in service.

8. The Commission in consideration of the premises covenants with the Contractor that the Contractor from time to time and in all respects having fulfilled and performed the provisions of this contract (except the fulfilment of the guarantee which is to continue for two years) on the Contractor's part

intended to be fulfilled and performed shall be paid for said locomotive engines the sum of eighteen thousand five hundred dollars each within thirty days after delivery of said locomotive engines as aforesaid.

In witness whereof the said parties have caused these presents to be executed under their respective corporate seals and under the hands of the proper officers in that behalf.

THE LOCOMOTIVE AND MACHINE COMPANY OF MONTREAL, LIMITED,

(Seal)

(Sgd.) Per H. B. AYERS,
Manager.

THE TEMISKAMING AND NORTHERN ONTARIO RAILWAY COMMISSION, (Seal)

(Sgd.) B. L. THOMSON.

J. L. ENGLEHART,
Chairmon.

A. J. MCGEE,
Secretary-Treas.

Tenders for six ten-wheeled locomotives were received as follows:—

Locomotive and Machine Co., Montreal, f.o.b. North Bay, delivery June, '08	$18,800 00 Ea.
Canada Foundry Co., Toronto, f.o.b. North Bay, delivery March, '08. on their own specifications.	18,500 00 Ea.
Canadian Locomotive Co., Kingston, f.o.b. North Bay, delivery March and April, 1908	18,000 00 Ea.

Contract was awarded Canadian Locomotive Co., Kingston, their tender being lowest.

Articles of Agreement made in duplicate this 30th day of September, in the year of our Lord one thousand nine hundred and seven, between The Canadian Locomotive Company, Limited, hereinafter called the Contractor, and The Temiskaming and Northern Ontario Railway Commission, hereinafter called the Commission.

Witnesseth:

1. In this contract the word "Inspector" shall mean the Inspector for the time being appointed by the Commission to represent and act for the Commission in the supervision of the construction and in the inspection and certification of the locomotive engines hereinafter referred to.

2. The Contractor will supply and provide all and every kind of labor, work, material, articles and things whatsoever necessary for the due construction and completion and will well and duly build and complete in a perfect and workmanlike manner six ten-wheeled locomotive engines with all necessary appliances for use on the line of railway of the Commission in strict compliance with the specifications hereunto annexed and to the complete satisfaction of the Inspector, and will deliver the same complete to

the Commission free on the railway tracks of the Commission at North Bay, Ontario, as follows:—One before the first day of April, 1908, and the other five on or before the thirtieth day of April, 1908, time being agreed to be material and of the essence of this contract; and in default of such delivery within the time aforesaid the Contractor shall pay to the Commission by way of liquidated damages the sum of fifty dollars in respect of each of the said locomotive engines for each day which may elapse after the thirtieth day of April, 1908, before delivery of the said locomotive engines respectively, which sums the Commission is authorized to deduct from the price hereinafter mentioned; Provided, however, that such damages shall not be recoverable in respect of any delays caused wholly by strikes, fires or accidents.

3. The Contractor will furnish and deliver to the Commission at Toronto, without extra charge, one complete set of blue prints of all detail plans of said locomotive engines and until delivery of such blue prints the Contractor shall not be deemed for the purpose of this contract to have delivered said locomotive engines or be entitled to payment therefor.

4. The Inspector shall be the sole judge of all work and material done and supplied under this contract, and his decision on all questions in dispute with regard to any such work or material shall be final, and the whole work shall be executed to his satisfaction as evidenced by his certificate in writing, which certificate shall be a condition precedent to the right of the Contractor to be paid therefor; Provided, however, that in case the Contractor shall be dissatisfied with the decision of the Inspector on any question in dispute the Contractor shall on giving notice to the Secretary of the Commission with ten days from notice to the Contractor of such decision have the right to appeal therefrom to the Superintendent of motive power of the Canadian Pacific Railway Company, and in case of such appeal the decision of such Superintendent thereon shall be final and binding upon both parties. Any expense in connection with such appeal shall be borne by the Contractor.

5. The Inspector and any person he deputes to represent him in his absence in that behalf shall have free entry and access to the works of the Contractor at all times while this contract is being performed, and shall have all reasonable facilities afforded to him and his representative as aforesaid to satisfy them that the same is being carried out and performed in accordance with this contract.

6. The acceptance of and payment for one of said locomotive engines by the Commission shall not be considered as any waiver of the obligations of the Contractor with reference to the others.

7. The Contractor guarantees all main parts such as boiler, frames, wheels, axles, rods, crank pins, axle boxes, eccentrices, cylinders and connections not to show signs of defect or weakness within two years average service under fair usage. The books kept in the office of the Mechanical Superintendent of the Commission shall be taken as final and conclusive evidence of the times said springs, wheels, axles, etc., have lasted in service.

8. The Commission in consideration of the premises covenants with the Contractor that the Contractor from time to time and in all respects having fulfilled and performed the provisions of this contract (except the fulfilment of the guarantee which is to continue for two years) on the Contractor's part intended to be fulfilled and performed, shall be paid for said locomotive engines the sum of eighteen thousand dollars each, together with dollars in respect of each engine for Temple & Miller Snow Flangers referred to in the specifications as an extra, such payments to be made within thirty days after delivery of said locomotive engines respectively as aforesaid.

In witness whereof the said parties have caused these presents to be executed under their respective corporate seals and under the hands of the proper officers in that behalf.

CANADIAN LOCOMOTIVE CO., LTD.,
(Sgd.) JNO. H. BIRKETT, (Seal)
Treasurer.

THE TEMISKAMING AND NORTHERN ONTARIO RAILWAY COMMISSION,
(Sgd.) J. L. ENGLEHART, (Seal)
Chairman.
(Sgd.) B. L. THOMPSON.
(Sgd.) A. J. MCGEE,
Secretary-Treasurer.

Tenders were received for three Workmens' Cars and two Second Class Cars, as follows:

Crossen Car Mfg. Co., Cobourg.
2 Second class coaches ..... $8,800 00 each
3 Workmens' cars ..... 7,800 00 "
Delivery August and September, 1907, F.O.B. North Bay.
Rhodes, Curry & Co., Ltd., Amherst, N.S.
2 Second class coaches ..... $9,700 00 each
3 Workmens' cars ..... 7,800 00 "
Delivery August and September, F.O.B. North Bay.
Contract awarded Crossen Car Mfg. Co., their tender being lowest.

Articles of Agreement made in duplicate this ninth day of April, in the year of our Lord, one thousand nine hundred and seven, between The Crossen Car Manufacturing Co., Ltd., hereinafter called the Contractor, and The Temiskaming and Northern Ontario Railway Commission, hereinafter called the Commission, witnesseth:

1. In this contract the word "Inspector" shall mean the Inspector for the time being appointed by the Commission to represent and act for the Commission in the supervision of the construction and in the inspection and certification of the workmen's cars and second class coaches herein referred to.

2. The contractor will supply and provide all and every kind of work labor, materials, articles and things whatsoever, for the due construction and completion and will well and duly build and complete in a perfect and workmanlike manner, three workmen's cars and two second class coaches with all necessary appliances for use on the line of railway of the Commission in strict compliance with the specifications hereunto annexed and with the plans and drawings relating thereto, (save and except that the Westinghouse Automatic Quick Action Air Brake apparatus, mentioned in said specifications shall be furnished by the Commission, subject to the said cars and coaches being properly equipped therewith by the contractor) to the complete satisfaction of the Inspector and the contractor will deliver the said workmen's cars completed to the Commission free on the railway tracks of the Commission at the Town of North Bay, on or before the thirty-first day of August, A.D. 1907 and will deliver the said second class coaches completed to the Commission free on the railway tracks of the Commission at the Town of North Bay on or before the thirtieth day of September,

A.D., 1907, time being agreed to be material and of the essence of this contract and in default of such delivery within the time aforesaid the contractor will pay to the Commission by way of liquidated damages the sum of ten dollars in respect of each car or coach for each day, which shall elapse after the dates aforesaid before delivery of such cars and coaches respectively, which sums the Commission is authorized to deduct from the purchase price, hereinafter mentioned.

3. The Contractor will furnish and deliver to the Commission at Toronto, without extra charge, two complete sets of blue prints of all detail plans of said cars and coaches and until delivery of such blue prints the contractor shall not be deemed for the purpose of this contract to have delivered said cars and coaches or to be entitled to payment therefor.

4. The Inspector shall be the sole judge of all work and material done and supplied under this contract and his decision on all questions in dispute with regard to any such work or material shall be final and the whole work shall be executed to his satisfaction as evidenced by his certificate in writing, which certificate shall be a condition precedent to the right of the contractor to be paid therefor.

5. The Inspector and all persons from time to time authorized by him in that behalf, shall have free entry and access to the works of the contractor at all times while this contract is being performed and shall have all reasonable facilities afforded to him and his representative as aforesaid to satisfy him that same is being carried out and performed in accordance with this contract.

6. The acceptance or payment for one or more of said cars or coaches shall not be considered as any waiver of the obligations of the contractor with reference to the other or others of them.

7. This contract shall not be considered as fully completed until the guarantee clause in the attached specifications respecting wheels, springs, axles, centres, tires, etc., has been fully complied with. The books or other records of the Commission shall be taken as final and conclusive evidence in respect to all matters mentioned in said guarantee.

8. The Commission in consideration of the premises, covenants with the contractor that the contractor from time to time and in all respects having fulfilled and performed the provisions of this contract (except the fulfillment of the guarantee which is to continue as aforesaid) on the contractor's part intended to be fulfilled and performed will be paid for and in respect of each of the said workmen's cars the sum of seven thousand eight hundred dollars and for and in respect of each of the said second class coaches, the sum of eight thousand eight hundred dollars, payments to be made within thirty days after delivery of each car or coach respectively.

In witness whereof the parties have caused these presents to be executed under their respective corporate seals and under the hands of the proper officers in that behalf.

(Sgd) Herbert Boggs,
Witness.

The Crossen Car Manufacturing Co. of Cobourg, Limited,
(Sgd) Wm. J. Crossen, (Seal)
General Manager.

The Temiskaming and Northern Ontario Railway Commission.

(Sgd) B. L. Thompson.

(Sgd) J. L. Englehart, (Seal)
Chairman.
(Sgd) A. J. McGee,
Secretary Treasurer.

Tenders for two auxiliary boarding cars to complete wrecking equipment, 1st and 2nd division were received as follows:

Rhodes, Curry Co., Amherst, N.S., delivery two months from receipt of order ..... $1,690 00 each

Crossen Car Mfg. Co., Cobourg, delivery F.O.B. North Bay, Aug., 1907 ..... 2,175 00 "

Contract was awarded Rhodes, Curry Co., Amherst, N.S., their tender being the lowest

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Articles of agreement made in duplicate this 29th day of June, A.D. 1907, between Rhodes Curry and Company Limited, hereinafter called the Contractor, and The Temiskaming and Northern Ontario Railway Commission, hereinafter called the Commission, witnesseth:

1. In this contract the word "Inspector" shall mean the Inspector for the time being appointed by the Commission to represent and act for the Commission in the supervision of the construction and in the inspection and certification of the Workmen's Auxiliary cars hereinafter referred to.

2. The contractor will supply and provide all and every kind of work, labor, materials, articles and things whatsoever for the due construction and completion and will well, and sufficiently build and complete in a thorough, perfect and workmanlike manner two workmen's auxiliary cars with all necessary appliances for use on the Commission's line of railway in strict compliance with the specifications hereto annexed and with the plans and drawings relating thereto (save and except that the Westinghouse Automatic Quick Action Air Brake Apparatus in said specifications mentioned shall be furnished by the Commission subject to the said cars being properly equipped therewith by the contractor) to the complete satisfaction of the Inspector and the said contractor will deliver the said cars duly completed and ready for use to the Commission free on the Commission's Railway tracks at the Town of North Bay, on or before the 10th day of August, A.D., 1907, time being agreed to be material and of the essence of this contract; and in default of such delivery within the time aforesaid, the contractor will pay to the Commission by way of liquidated damages the sum of ten dollars in respect of each car for each day, which shall elapse after the date aforesaid, before delivery of such cars which sums the Commission is authorized to deduct from the purchase price hereinafter mentioned. Provided however, that such damages shall not be recoverable in respect of any delays occasioned by strikes, accidents, delays, of carriers or other delays which are unavoidable or beyond the control of the contractor.

3. The Inspector shall be the sole judge of all work and material done and supplied under this contract and his decision on all questions in dispute with regard to any such work or material shall be final and the whole work shall be executed to his satisfaction as evidenced by his certificate in writing, which certificate shall be a condition precedent to the right of the contractor to be paid therefor.

4. The Inspector and all persons from time to time authorized by him in that behalf shall have free entry and access to the works of the contractor, at all times while this contract is being performed and shall have all reasonable facilities afforded to him and his representatives as aforesaid, to satisfy them that the same is being carried out and performed in accordance with this contract.

5. The contractor hereby guarantees all springs and axles for three years' service after coming into actual use and the contractor will furnish

a new spring or axle as the case may be promptly and free of cost f.o.b., North Bay to replace each and every such article which fails to last for three years after being put into actual use. If the springs or axles so furnished to replace others fail to run the balance of the three years the contractor will furnish promptly and free of cost f.o.b., North Bay other new springs or axles to take their places and so on until the three years' guarantee for these articles shall have expired. The records of the Tehmiskaming and Northern Ontario Railway shall be taken as final and conclusive evidence of the length of time such springs or axles have been in service and the contract shall not be considered as finally completed until the above mentioned time has expired and this guarantee has been fully complied with. All journal bearings and journals are guaranteed by the contractor to run cool under ordinary loads for two months service after delivery of the cars to the railway by the contractor and their coming into actual use and all axles or journal bearings removed on account of heated bearings during the period of two months shall be placed at the contractor's expense.

6. The Commission in consideration of the premises, covenants with the contractor, that the contractor from time to time and in all respects having fulfilled and performed the provisions of this contract (except the fulfillment of the guarantee which is to continue as above provided) on the contractor's part intended to be fulfilled and performed will be paid for and in respect of each of the said Workmen's Auxiliary Cars so delivered as aforesaid, the sum of one thousand six hundred and ninety ($1,690) dollars, payment to be made within thirty days after delivery of such cars.

In witness whereof the said parties have caused these presents to be executed under their respective corporate seals and under the hands of the proper officers in that behalf.

Signed, sealed and deliver
In the presence of

(Sgd) Rhodes, Curry & Co. Ltd.
J. M. Curry
W. Curry (Seal)

The Temiskaming and Northern Ontario Railway Commission. (Seal)

(Sgd) B. L. Thompson

J. L. Englehart,
Chairman.

A. J. McGee,
Secretary Treasurer.

Articles of agreement made in duplicate, the twenty-eighth day of May, in the year of our Lord one thousand nine hundred and seven, between The Dominion car and Foundry Company Limited, hereinafter called the contractor, and The Temiskaming and Northern Ontario Railway Commission, hereinafter called the Commission, witnesseth:

1. In this contract the word "Inspector" shall mean the Inspector for the time being appointed by the Commission to act for the Commission in the supervision of the construction and in the inspection and certification of the Flat cars hereinafter referred to.

2. The contractor will supply and provide all and every kind of work, labor, materials, articles and things whatsoever for the due construction and completion and will well and duly build and complete in a perfect and workmanlike manner one hundred Steel Underframe Flat Cars with all necessary appliances for use on the line of railway of the Commission in strict compliance with the specifications hereto annexed and with the plans and draw-

ings relating thereto to the complete satisfaction of the Inspector and the contractor will deliver the said flat cars duly completed to the Commission, free on the railway tracks of the Commission at the Town of North Bay on or before the thirty-first day of May, 1907, time being agreed to be material and of the essence of this contract and in default of such delivery within the time aforesaid, the contractor shall pay to the Commission by way of liquidated damages the sum of five dollars in respect of each car for each day which may elapse after the date aforesaid, before delivery of said cars respectively, which sums the Commission is authorized to deduct from the purchase price hereinafter mentioned. Provided, however, that such damages shall not be recoverable in respect of any delays of other carriers or other delays which are unavoidable or beyond the control of the contractor.

3. The Inspector shall be sole judge of all work and material done and supplied under this contract and his decision on all questions in dispute with regard to any such work or material shall be final and the whole work shall be executed to his satisfaction as evidenced by his certificate in writing, which certificate shall be a condition precedent to the right of the contractor to be paid therefor.

4. The Inspector and all persons from time to time authorized by him in that behalf shall have free entry and access to the works of the contractor at all times, while this contract is being performed and shall have all reasonable facilities afforded to him and his representative as aforesaid to satisfy them that the same is being carried out and performed in accordance with this contract.

5. The acceptance of and payment for one or more of said cars by the Commission shall not be considered as any waiver of the obligations of the contractor with reference to the others.

6. This contract shall not be considered as fully completed until the guarantee clauses in the attached specifications respecting wheels, springs, axles, etc., have been fully complied with. The books kept in the office of the Mechanical Superintendent of the Commission shall be taken as final and conclusive evidence of the time the said wheels, springs, axles, etc., have lasted in service.

7. The Commision in consideration of the premises, covenants with the contractor that the contractor from time to time and in all respects having fulfilled and performed the provisions of this contract (except the fulfilment of the guarantee, which is to continue as shown in the said specifications) on the contractor's part intended to be fulfilled and performed will be paid for and in respect of each of the said flat cars, the sum of one thousand one hundred dollars, payments to be made within thirty days after the delivery of each car.

In witness whereof the said parties have caused these presents to be executed under their respective corporate seals and under the hands of the proper officers in that behalf.

Signed, sealed and delivered,
In the presence of
H. H. Chave,
Secretary.

Dominion Car and Foundry Co., Ltd.,
(Sgd.) W. R. Mason, (Seal)
2nd Vice-President.

The Temiskaming and Northern Ontario Railway Commission.

(Seal)

(Sgd.) B. L. Thompson.

(Sgd.) J. L. Englehart,
Chairman.

(Sgd.) A. J. McGee,
Secretary Treasurer.

Tenders were received for construction of 100 flat cars, 60,000 lbs. capacity, as follows:—

Crossen Car Manufacturing Co., Cobourg	$783 50
Rathbun Company, Deseronto	785 00
Rhodes-Curry, Limited, Amherst, N.S.	780 00
Dominion Steel Car Company, Montreal, (Steel Cars)	950 00

Contract awarded Rathbun Company, to be delivered April and May, 1907, F.O.B. tracks of Commission, North Bay.

Articles of agreement made in duplicate the 3rd day of April in the year of our Lord one thousand nine hundred and seven, between The Rathbun Company, hereinafter called the Contractor, and The Temiskaming and Northern Ontario Railway Commission, hereinafter called the Commission, witnesseth:

1. In this contract the word "Inspector" shall mean the Inspector for the time being appointed by the Commission to act for the Commission in the supervision of the construction, and in the inspection and certification of the flat cars hereinafter referred to.

2. The Contractor will supply and provide all and every kind of work, labor, materials, articles, and things whatsoever for the due construction and completion, and will well and duly build and complete in a perfect and workmanlike manner, one hundred flat cars, with all necessary appliances for use on the line of railway of the Commission, in strict compliance with the specifications hereto annexed, and with the plans and drawings relating thereto (save and except that the Westinghouse automatic quick action air brake apparatus mentioned in said specifications shall be furnished by the Commission, subject to the said cars being duly equipped therewith by the Contractor), to the complete satisfaction of the Inspector, and the Contractor will deliver fifty of the said flat cars duly completed to the Commission free on the railway tracks of the Commission at the town of North Bay, on or before the thirtieth day of April, one thousand nine hundred and seven, and the remaining fifty on or before the thirty-first day of May, one thousand nine hundred and seven, time being agreed to be material and of the essence of this contract, and in default of such delivery within the time aforesaid, the Contractor shall pay to the Commission by way of liquidated damages, the sum of five dollars in respect of each car for each day which may elapse after the dates aforesaid before the delivery of said cars respectively, which sums the Commission is authorized to deduct from the purchase price hereinafter mentioned, provided, however, that such damages shall not be recoverable in respect of any delay occasioned by strikes, accidents, delays of other carriers, or other delays which are unavoidable or beyond the control of the Contractor.

3. The Inspector shall be the sole judge of all work, and material done and supplied under this contract, and his decision on all questions in dispute with regard to any such work or material shall be final, and the whole work shall be executed to his satisfaction as evidenced by his certificate in writing, which certificate shall be a condition precedent to the right of the Contractor to be paid therefor.

4. The Inspector and all persons from time to time authorized by him in that behalf shall have free entry and access to the works of the Contractor at all times while this contract is being performed, and shall have all reasonable facilities afforded to him and his representatives as aforesaid to satisfy them that the same is being carried out and performed in accordance with this contract.

5. The acceptance of and payment for one or more of said cars by the Commission shall not be considered as any waiver of the obligations of the Contractor with reference to the others.

6. This contract shall not be considered as fully completed until the guarantee clauses in the attached specifications respecting wheels, springs, axles, etc., have been fully complied with. The books kept in the office of the Mechanical Superintendent of the Commission shall be taken as final and conclusive evidence of the time the said wheels, springs, axles, etc., have lasted in service.

7. The Commission in consideration of the premises, covenants with the Contractor that the Contractor from time to time and in all respects having fulfilled and performed the provisions of this contract (except the fulfilment of the guarantee which is to continue as shown in the said specifications) on the Contractors' part intended to be fulfilled and performed will be paid for, and in respect of each of the said flat cars, the sum of seven hundred and eighty-five dollars, payments to be made within sixty days after the delivery of each car.

In witness whereof the said parties have caused these presents to be executed under their respective corporate seals and under the hands of the proper officers in that behalf.

Signed, sealed and delivered,
In the presence of,
(Sgd.) Frank Hall.

The Rathbun Company. (Seal.)
(Sgd.) E. Walter Rathbun,
General Manager.
(Sgd.) C. A.A Milliner,
Secretary-Treasurer.

The Temiskaming and Northern Ontario Railway Commission.
(Seal.)

(Sgd.) B. L. Thompson.

(Sgd.) J. L. Englehart,
Chairman.
(Sgd.) A. J. McGee,
Secretary-Treasurer.

Tenders for construction four conductors' vans were received as follows:—

Rathbun Company, Deseronto, delivery January to February, 1908	$1,700 00	Each
Rhodes-Curry Company, Amherst, delivery December, 1907, and January, 1908	1,740 00	"

Contract was awarded Rathbun Company, their tender being lowest.

Articles of agreement made in duplicate this 26th day of September in the year of our Lord one thousand nine hundred and seven, between The Rathbun Company, hereinafter called the Contractor, and The Temiskaming and Northern Ontario Railway Commission, hereinafter called the Commission, witnesseth:—

1. In this contract the word "Inspector" shall mean the Inspector for the time being appointed by the Commission to act for the Commission in the supervision of the construction and in the inspection and certification of the conductors' vans hereinafter referred to.

2. The contractor will supply and provide all and every kind of work, labor, materials, articles and things whatsoever for the due construction and completion, and will well and duly build and complete in a perfect and workmanlike manner, four conductors' vans with all necessary appliances for use on the line of railway of the Commission, in strict compliance with the specifications hereto annexed, and with the plans and drawings relating thereto (save and except that the Westinghouse automatic, quick action air brake apparatus mentioned in said specifications shall be furnished by the Commission, subject to the said vans being duly equipped therewith by the Contractor as provided for by said specifications), to the complete satisfaction of the Inspector, and the contractor will deliver the said conductors' vans duly completed to the Commission free on the railway tracks of the Commission at the town of North Bay, one during the month of January, 1908, and the remaining three during the month of February, 1908, time being agreed to be material and of the essense of this contract, and in default of such delivery prior to the first day of March, 1908, the Contractor shall pay to the Commission by way of liquidated damages the sum of ten dollars in respect of each van for each day which may elapse after the last day of February, 1908, before the delivery of said vans respectively, which sums the Commission is authorized to deduct from the purchase price hereinafter mentioned, provided, however, that such damages shall not be recoverable in respect of any delays occasioned by strikes, accidents, delays of other carriers or other delays which are unavoidable or beyond control of the Contractor.

3. The Inspector shall be the sole judge of all work and material done and supplied under this contract, and his decision on all questions in dispute, with regard to any such work or material, shall be final and the whole work shall be executed to his satisfaction as evidenced by his certificate in writing, which certificate shall be a condition precedent to the right of the Contractor to be paid therefor.

4. The Inspector and all persons from time to time authorized by him in that behalf shall have free entry and access to the works of the Contractor at all times while this contract is being performed, and shall have all reasonable facilities afforded to him and his representatives as aforesaid to satisfy them that the same is being carried out and performed, in accordance with this contract.

5. The acceptance of and payment for one or more of said vans by the Commission shall not be considered as any waiver of the obligations of the Contractor with reference to the others.

6. This contract shall not be considered as fully completed until the guarantee clauses in the attached specifications, respecting wheels, springs, axles, etc., have been fully complied with. The books kept in the office of the Mechanical Superintendent of the Commission shall be taken as final and conclusive evidence of the time the said wheels, springs, axles, etc., have lasted in service.

7. The Commission in consideration of the premises, covenants with the Contractor that the Contractor from time to time, and in all respects having fulfilled and performed the provisions of this contract (except the fiulfilment of the guarantee which is to continue as shown in said specifications), on the Contractor's part intended to be fulfilled and performed, will be paid for, and in respect of each of the said conductors' vans, the sum of one thousand seven hundred dollars, payments to be made within thirty days after the delivery of each van.

In witness whereof the said parties have caused these presents to be executed under their respective corporate seal, and under the hands of the proper officers in that behalf.

Signed, sealed and delivered,
In the presence of,
(Sgd.) FRANK HALL.

THE RATHBUN COMPANY. (Seal.)
(Sgd.) C. WALTER RATHBUN,
General Manager.
(Sgd.) C. A. MILLINER,
Secretary-Treasurer.

THE TEMISKAMING AND NORTHERN ONTARIO RAILWAY COMMISSION.
(Seal.)

(Sgd.) B. L. Thompson.

(Sgd.) J. L. ENGLEHART,
Chairman.
(Sgd.) A. J. MCGEE,
Secretary-Treasurer.

Tenders for two baggage and express, and two baggage and mail cars were received as follows:—

	Bag. and Express Cars	Bag. and Mail Cars
Crossen Car Mfg. Company, Cobourg	$5,437.00 each	$5,660.00 each
Rhodes-Curry Company, Amherst, N.S.	6,300.00 "	6,550.00 "
Preston Car & Coach Co., Preston	4,650.00 "	5,150.00 "

Contract was awarded Preston Car and Coach Company, their tender being lowest.

Articles of Agreement made in duplicate this nineteenth day of November, in the year of our Lord one thousand nine hundred and seven, between The Preston Car and Coach Company, Limited, hereinafter called the Contractor, and The Temiskaming and Northern Ontario Railway Commission, hereinafter called the Commission.

Witnesseth:

1. In this contract the word "Inspector" shall mean the Inspector for the time being appointed by the Commission to represent and act for the Commission in the supervision of the construction and in the inspection and certification of the cars hereinafter referred to.

2. The Contractor shall supply and provide all and every kind of work, labor, materials, articles and things whatsoever for the due construction and completion and will well and duly build and complete in a perfect and

workmanlike manner two baggage and express cars and two baggage and mail cars with all necessary appliances for use on the line of railway of the Commission in strict compliance with the specifications hereto annexed relating to baggage and express cars and baggage and mail cars respectively, and with the plans and drawings relating thereto respectively (save and except that the Westinghouse Automatic Quick Action Air Brake apparatus mentioned in said specifications shall be furnished by the Commission, subject to the said cars being properly equipped therewith by the Contractor) to the complete satisfaction of the Inspector, and the Contractor will deliver all the said cars completed to the Commission free on the railway tracks of the Commission, at the Town of North Bay, on or before the 1st day of March, 1908, time being agreed to be material and of the essence of this contract, and in default of such delivery within the time aforesaid the Contractor will pay to the Commission by way of liquidated damages the sum of fifteen dollars in respect of each car for each day which shall elapse after the date aforesaid before delivery of such cars respectively, which sums the Commission is authorized to deduct from the purchase price hereinafter mentioned.

3. The Contractor will furnish and deliver to the Commission at Toronto, without extra charge, two complete sets of blue prints of all detail plans of said cars, and until delivery of such blue prints the Contractor shall not be deemed for the purpose of this contract to have delivered said cars or to be entitled to payment therefor.

4. The Inspector shall be the sole judge of all work and material done and supplied under this contract, and his decision on all questions in dispute with regard to any such work or material shall be final, and the whole work shall be executed to his satisfaction, as evidenced by his certificate in writing, which certificate shall be a condition precedent to the right of the Contractor to be paid therefor.

5. The Inspector and all persons from time to time authorized by him in that behalf shall have free entry and access to the works of the Contractor at all times while this contract is being performed, and shall have all reasonable facilities afforded to him and his representatives as aforesaid to satisfy him that same is being carried out and performed in accordance with this contract.

6. The acceptance and payment of one or more of the said cars shall not be considered as any waiver of the obligations of the Contractor with reference to the other or others of them.

7. This contract shall not be considered as fully completed until the guarantee clause in the attached specifications respecting wheels, springs, axles, centres, tires, etc., has been fully complied with. The books or other records of the Commission shall be taken as final and conclusive evidence in respect of all matters mentioned in said guarantee.

8. The Commission in consideration of the premises covenants with the Contractor that the Contractor from time to time and in all respects having fulfilled and performed the provisions of this contract (except the fulfilment of the guarantee which is to continue as aforesaid) on the Contractor's part intended to be fulfilled and performed will be paid for and in respect of each of the said baggage and express cars the sum of four thousand six hundred and fifty dollars, for and in respect of each of the said baggage and mail cars the sum of five thousand one hundred and fifty dollars, payments to be made within thirty days after the delivery of each car f.o.b. tracks of the Commission at North Bay as aforesaid.

In witness whereof the parties have caused these presents to be executed under their respective corporate seals and under the hands of the proper officers in that behalf.

THE PRESTON CAR AND COACH CO., LTD.,

(Seal)

(Sgd.) Per CHAS. S. WRIGHT,
Gen'l Sales Mgr.

THE TEMISKAMING AND NORTHERN ONTARIO RAILWAY COMMISSION,

(Seal)

H. F. MACDONALD,
as to signatures of
J. L. Englehart and
A. J. McGee.

(Sgd.) J. L. ENGLEHART,
Chairman.

(Sgd.) A. J. McGEE,
Sec'y-Treas.

Articles of Agreement made in duplicate the 31st day of July, in the year of our Lord one thousand nine hundred and seven, between The McKnight Construction Company, Limited, hereinafter called the Contractor, and The Temiskaming and Northern Ontario Railway Commission, hereinafter called the Commission.

Witnesseth:

1. In this contract the word "work" or "works" shall, unless the context requires a different meaning, mean the whole of the work and materials, matters and things required to be done, furnished and performed under this contract. The word "Engineer" shall mean the Chief Engineer for the time being appointed by the Commission and having control over the work.

2. The Contractor will at his own expense provide all and every kind of work, labor, materials, articles and things whatsoever (except the pipe which shall be supplied by the Commission) for the due construction and completion, and will well and duly build and complete in a perfect and workmanlike manner a four inch water main at Englehart, on the line of the railway of the Commission, with all the necessary appliances for use by the Commission in connection with the said railway in strict compliance with the specifications hereto annexed, and with the plans and drawings relating thereto, all to the complete satisfaction of the Engineer, and will deliver the said pipe line complete to the Commission on or before the 15th day of August, 1907, time being agreed to be material and of the essence of this contract.

3. The Contractor shall forthwith commence work and shall proceed diligently therewith at the rate required by the Engineer, and shall complete the work, including extras and alterations, and notwithstanding any delay or hindrance by the Commission, to the satisfaction of the Engineer by the said date mentioned in the last preceding paragraph, or by such other date as on the written application of the Contractor for an extension of time the Engineer may in writing substitute for such date.

4. The Engineer shall be at liberty at any time either before the commencement or during the construction of the works or any portion thereof to order any extra work to be done and to make any changes which he may deem expedient in the dimensions, character, nature, location or position of the works, or any part or parts thereof, or in any other matter or thing connected with the works, whether or not such changes increase or diminish the work to be done or the cost of doing the same, and the Contractor shall

immediately comply with all requisitions of the Engineer in that behalf and shall commence and complete the work so ordered to be done within the time specified by the Engineer, but the Contractor shall not make any change in, or addition to, or omission or deviation from the work and shall not be entitled to any payment for any change, addition, deviation or extra work unless such change, addition, omission, deviation or extra work shall have been first directed in writing by the Engineer and notified to the Contractor, and the decision of the Engineer as to whether any such change or deviation increases or diminishes the work, and as to the allowance to be made to the Contractor or deducted from the Contractor in respect of any such increase or diminution shall be final and all the provisions of this contract shall apply to any changes, additions, deviations or extra work in like manner and to the same extent as to the work tendered for, and no changes, additions, deviations or extra work shall annul or invalidate this contract and no compensation shall be claimable by the Contractor for any loss of anticipated profits in respect of or in consequence of any change or deviation in or omission from the works.

5. The Engineer shall be the sole judge of the work and material in respect of both quantity and quality, and his decisions on all questions in dispute in regard to work and material shall be final, and no works or extra or additional works or changes shall be deemed to have been executed, nor shall the Contractor be entitled to any payment for the same unless the same shall have been directed in writing as hereinbefore provided and executed to the satisfaction of the Engineer as evidenced by his certificate in writing, which certificate shall be a condition precedent to the right of the Contractor to be paid therefor.

6. The Contractor shall be at the risk of and shall bear all loss or damage whatsoever which may occur to the works or any of them until the same be fully and finally completed and delivered up to and accepted by the Commission, and if any such loss or damage occurs before such final completion, delivery and acceptance, the Contractor shall immediately at its own expense repair, restore and re-execute the work so damaged so that the whole works or the respective parts thereof may be completed within the times hereby limited.

7. The Commission in consideration of the premises covenants with the Contractor that the Contractor from time to time and in all respects having fulfilled and performed the provisions of this contract on the Contractor's part intended to be fulfilled and performed shall be paid for and in respect of the works hereby contracted for, for clearing, fifty dollars per acre; for timber work, thirty-three dollars per thousand feet board measure; for excavation, two dollars per cubic yard, and for pipe laying, twenty-seven cents per lineal foot, as certified by the Engineer; payments to be made from time to time on monthly progress certificates of the Engineer to the extent of ninety per cent. of the estimated value of the work done and the final payment to be made within forty days after the date of the Engineer's final certificate of the completion of the said work.

8. It is distinctly agreed that no implied contract of any kind whatsoever, by or on behalf of the Commission, shall arise or be implied from anything contained in this contract, including the said specifications and the plans and drawings or the tenders of the said Contractors for the said work, or from any position or situation of the parties at any time, it being clearly understood and agreed that the express contracts, covenants, agreements and stipulations contained in these presents and in the said specifications, plans and drawings, are and shall be the only contracts, covenants, agreements and stipulations upon which any right against the Commission is to

be founded; and it being further expressly agreed that the said specifications, the said tenders and these presents are to be read together, and that in case of any discrepancy between these presents and anything contained in said specifications the provisions of these presents shall govern, and in case of any discrepancy appearing at any time between the said specifications, plans and drawings, or any of them, the Contractor shall follow such one of them as the Engineer shall in writing direct.

In witness whereof the said parties have caused these presents to be executed under their respective corporate seals and the hands of the proper officers in that behalf.

Signed, sealed and delivered in the presence of
(Sgd.) B. L. Thompson.

The Temiskaming and Northern Ontario Railway Commission,
(Seal)
(Sgd.) J. L. Englehart,
Chairman.
(Sgd.) A. J. McGee,
Sec'y-Treas.

(Sgd.) E. M. Steep.

J. H. McKnight Construction Co.,
(Seal)
(Sgd.) J. H. McKnight,
President.
(Sgd.) W. E. Douglas,
Secretary-Treasurer.

This Agreement made the 21st day of January, A.D. 1907, between The McKinley-Darragh-Savage Mines of Cobalt, Limited, hereinafter called the Company, and The Temiskaming and Northern Ontario Railway Commission, hereinafter called the Commission.

Whereas by agreement between the parties bearing even date herewith, the Company has granted to the Commission a certain right of way and permission to construct, maintain and operate a line of railway track with telegraph and telephone service.

And whereas said right of way and permission was granted in consideration of the agreement between the parties hereinafter recited.

Now these presents witness:

1. Concurrently with the construction of said branch line of railway, or as soon as conveniently may be thereafter, the Commission will construct a switch or siding from said branch to the ore-house of the Company, the Company granting to the Commission for that purpose a right of way and permission to construct and operate such siding subject to the mining rights of the Company on the same terms and subject to the same conditions as are provided in said agreement bearing even date herewith with reference to said branch line: and the Company shall pay to the Commission in cash on the completion of such switch or siding the cost thereof in excess of the sum of $600, if any. The certificate of the Chief Engineer of the Commission for the time being certifying to such cost shall be final and conclusive between the parties. Notwithstanding payment by the Company of any portion of the cost of such switch or siding, the same shall continue to be the absolute property of the Commission.

2. The Commission agrees to lay and maintain the branch line of railway contemplated by said agreement bearing even date herewith, and the

said switch or siding accordingly and from time to time to carry and transport such ore or other merchandise in car loads as may be delivered to it by the Company, or delivered to it for transportation to the Company, subject to the terms of the usual form of contract for transportation of ore or other merchandise from time to time used by the Commission and at the rate charged from and to Cobalt station, and the Company shall pay to the Commission the sum of one dollar per car for shunting charges for all car loads of ore or other merchadise taken out or taken in for the Company by the Commission.

3. The location of said branch line of railway through said lands or of said switch or siding may from time to time be altered with the approval of the Company and of the Chief Engineer for the time being of the Commission, provided that if the alteration is made at the request of the Company the Company shall pay to the Commission in cash the cost of such alteration and of the removal of said line of railway and telegraph and telephone appliances as certified by the Chief Engineer for the time being of the Commission, whose certificate in that behalf shall be final and binding upon the parties, and the terms of these presents shall thereafter be applicable to such altered line or lines in the same manner as to the original line or lines, and the parties shall forthwith, upon any such alteration, execute such instruments for registration as may be necessary to secure registration of right of way and permission in respect of such altered line or lines.

4. The Commission agrees in the construction of the branch line herein referred to, to provide for the Company an undercrossing beneath the line of its railway at or near the centre of the ravine crossing said property, and being about station 13 of the profile, such undercrossing to be twelve feet clear width and ten feet clear height.

5. These presents and all things herein contained shall respectively enure to the benefit of and be binding upon the successors and assigns of the parties respectively.

In witness whereof the parties hereto have hereunto set their corporate seals.

Signed, sealed and delivered in the presence of H. Mastin.

The McKinley-Darragh-Savage Mines of Cobalt, Limited,

(Seal)

(Sgd.) F. B. Chapin,
President.

(Sgd.) D. W. Green,
Secretary.

(Sgd.) A. J. McGee,

The Temiskaming and Northern Ontario Railway Commission,

(Seal)

(Sgd.) J. L. Englehart,
Chairman.

(Sgd.) H. W. Pearson,
Sec'y-Treas.

This agreement made this first day of April in the year of our Lord one thousand nine hundred and seven.

Between The Temiskaming and Northern Ontario Railway Commission, hereinafter called the Commission, and Charles Head, James S. McCobb, William G. Borland, James Sullivan, Dexter Blagden, Oliver

Hart, Charles C. West and James A. Hickey, Brokers, carrying on business in co-partnership under the firm name of Charles Head & Company, hereinafter called the Lessees.

Witnesseth that for and in consideration of the covenants and agreements herein contained the parties hereto agree as follows:—

1. The Commission agrees to furnish from and after the first day of April, 1907, for a period of one year from the said date during every week day from nine o'clock a.m. to five o'clock p.m. during the term of this agreement for the use of the lessees a telegraph wire between the Office of the Commission at Cobalt and the Telegraph Office of the Canadian Pacific Railway Company at North Bay and also to furnish instrument and local battery and material to maintain such battery at the Commission's Cobalt Office and the necessary main battery at Cobalt Office for the operation of said wire. Said wire shall be connected at North Bay with wire leased by the Canadian Pacific Railway Company to the lessees. The Commission agrees to keep the said wire in good working order and repair, it being understood and agreed that in the event of interruption of the said wire the lessees shall immediately notify the Commission of said interruption and the Commission shall repair such wire without unnecessary delay, it being further understood and agreed that the Commission shall not be held responsible for any defects or delays in the working of said wire except when a continued interruption of for one day or more occurs in which event a pro rata abatement of the rental of said wire shall be made for each day of continued interruption, computation being made on the basis of thirty days to the month.

2. It is understood and agreed that the Commission retains the right to use said wire except and otherwise than during the hours in which the same is set apart for the use of the lessees as herein specified.

3. The lessees for the use of said wire for the said period of one year as herein before specified agree upon the execution of these presents to pay to the Commission the sum of two thousand and sixty ($2,060) dollars and agree to provide at their own expense the necessary operators who shall be satisfactory to the Commission.

4. It is understood and agreed that said wire herein provided for to be set apart for the benefit of the lessees as aforesaid, shall be used by the lessees and their employees only in the transmission of messages concerning the business and affairs of the said lessees and that the same shall not be used in any manner for the transmission of messages for the public or for any person or persons other than the lessees. It is also understood and agreed that no other office or place shall be connected with said wire either directly or indirectly except the Canadian Pacific Railway at North Bay as aforesaid without the consent in writing of the Commission. It is further understood and agreed that in the event of any violation of this agreement by the lessees or any of their employees, the Commission may terminate this agreement and the said lessees shall pay to the Commission any damage that may accrue from such violation of this agreement.

5. It is understood and agreed that said wire, instruments and batteries shall at all times be and remain the property of the Commission and shall be accessible to its employees and that nothing herein contained shall have or be construed as having the effect of vesting in the lessees any right, title or interest to or in the same except in the manner and during the term and upon the conditions herein provided and further that the Commission shall in no wise be responsible for errors or delays or other defaults or mishaps in messages which may be transmitted by the operators of the lessees over the wire provided for herein.

6. Wherever the word "wire" is used in this agreement it means telegraph circuit.

In witness whereof the said Commission has caused these presents to be executed under its corporate seal and the proper officers in that behalf and the said lessees have set their hands and seals the day and year first above written.

THE TEMISKAMING AND NORTHERN ONTARIO RAILWAY COMMISSION.
(Seal)

H. F. MACDONALD,
As to signatures of J. L. Englehart and A. J. McGee.

(Sgd.) J. L. ENGLEHART,
Chairman.

(Sgd.) A. J. McGEE,
Secretary-Treasurer.

CHARLES HEAD & CO.
(Seal)
(Sgd.) BY OLIVER HART.

It is agreed between the parties to the annexed contract in consideration of the further sum of one hundred and thirty-five dollars paid by the lessees to the Commission upon the execution hereof, that said contract shall include and apply to an extension of private wire from the Town of Cobalt to the Town of New Liskeard from the date hereof until the first day of April, 1908, with leave to the lessees to connect their office at Hailebury with said private wire such connection to be made in the Hailebury Station of the Commission and that the provisions of the annexed contract shall apply in all respects to such extension of private wire in the same manner and to the same extent as to the private wire referred to in said contract.

As witness the corporate seal of the Commission and the hand and seal of the lessees, this eighteenth day of August, A.D., 1907.

(Sgd.) JOHN L. TAIT.

THE TEMISKAMING AND NORTHERN ONTARIO RAILWAY COMMISSION. (Seal)

(Sgd.) J. L. ENGLEHART,
Chairman.

(Sgd.) A. J. McGEE,
Secretary-Treasurer.

Witness to C. H. & Co.,
(Sgd.) D. SULLIVAN.

CHAS. HEAD & CO. (Seal)

This Indenture made the first day of October, A.D., 1907, in pursuance of the Act respecting Short Forms of Leases.

Between The Temiskaming and Northern Ontario Railway Commission, hereinafter called the "Lessor," of the first part, and The Canada Railway News Company, hereinafter called the "Lessee," of the second part.

Witnesseth that in consideration of the rents, covenants and conditions hereinafter respectively reserved and contained by the said lessee its successors and assigns to be respectively paid, observed and performed, the Lessor hath demised and leased and by these presents doth demise and lease unto the said Lessee, all that portion of the station building of the Lessor at Englehart intended for restaurant purposes, being restaurant, private dining-

room and kitchen on the ground floor and living apartments upstairs consisting of five rooms together with the necessary use of stairways and passageways, together with all the rights, members and appurtenances, whatsoever, to said permises belonging or appertaining.

To have and to hold the said hereby demised premises with their appurtenances unto the said Lessee, its successors and assigns for the term of three years to be computed from the date hereof and from henceforth next ensuing and fully to be completed and ended.

Yielding and paying therefor during each and every year of the said term hereby granted unto the said Lessor, its successors and assigns, the sum of eight hundred dollars to be payable monthly in advance, the first of such payments to become due and to be made on the date hereof.

The said Lessee covenants with the said Lessor to pay rent and to pay taxes if any shall be imposed on the demised premises and to repair reasonable wear and tear and damage by fire, lightning and tempest only excepted.

And the said Lessor may enter and view state of repair and that the said Lessee will repair according to notice in writing, reasonable wear and tear and damage by fire, lightning and tempest only excepted.

And will not assign or sublet without leave.

And that it will leave the premises in good repair, reasonable wear and tear and damage by fire, lightning and tempest only excepted.

Provided that the lessee may remove its fixtures.

Provided that in the event of fire, lightning or tempest, rent shall cease until the premises are rebuilt.

The said Lessee hereby covenants and agrees with the said Lessor that in consideration of the premises and of the leasing and letting by the said Lessor to the said Lessee of the lands and premises above named for the term hereby created (and it is upon that express understanding that these presents are entered into) that notwithstanding anything contained in section thirty or any other section of Chapter one hundred and seventy of the Revised Statutes of Ontario, 1897, or any amendment or amendments thereto, that none of the goods or chattels of the said Lessee at any time during the continuance of the term hereby created on the said demised premises shall be exempt from levy by distress for rent in arrears by said Lessee as provided for by said section or sections or any amendment or amendments thereto of the said act above named and that upon any claim being made for such exemption by said Lessee or on distress being made by said Lessor this covenant and agreement may be pleaded as an estoppel against said Lessee in any action brought to test the right to the levying upon any such goods as are named as exempted in said section or sections or any amendment or amendments thereto. Said Lessee waiving as it hereby does all and every benefit that could or might have accrued to it under and by virtue of the said section or sections of said Act or any amendment or amendments thereto but for the above covenant.

And it is expressly agreed by and between the said Lessor and Lessee for themselves their respective successors and assigns that if any of the goods and chattels of the said Lessee or the term hereby granted shall be at any time during said term seized or taken in execution or attachment by any creditor of the said Lessee or if the said Lessee shall make any assignment for the benefit of creditors or becoming bankrupt or insolvent shall take the benefit of any act that may be in force for bankrupt and insolvent debtors or make any chattel mortgage or bill of sale of any of its goods and chattels or to sell and dispose or advertise for sale or disposal its goods and chattels or a substantial part thereof the said Lessor to be the sole judge thereof. The then current year's and next ensuing year's rent shall immediately become

due and payable and the term shall immediately at the option of the said Lessor become forfeited, void and determined and also in case of removal by the Lessee of its goods and chattels in whole or substantial part thereof, from off the said premises, the said Lessor may follow and distrain the same for thirty days in the same manner as is provided for by law in cases of fraudulent or clandestine removal.

Proviso for re-entry by the said Lessor on non-payment of rent or non-performance of covenants.

The said Lessor covenants with the said Lessee for quiet enjoyment.

And it is further mutually agreed between the parties as follows:—

1. That for the consideration aforesaid the Lessor will during said term supply said demised premises with heat in the same manner and as part of the system of heating which shall be employed by the Lessor for the balance of said station building and will also supply necessary lighting of the same character as shall during the said term be supplied for the balance of said station building and if water shall at any time during said term be supplied to said station building that such service will be extended to the demised premises.

2. That Lessor will give an annual pass for free transportation between North Bay and Englehart to one representative of the Lessee to be named by the Lessee.

3. That the Lessee will transport free of charge but at owner's risk in all respects one car of supplies including fittings and equipment from North Bay to Englehart.

4. That in case during the year 1907, the Lessor shall operate any part of its line of railway north of Englehart, the news privileges for such extended portion shall for the balance of the year, 1907, be accorded to the Lessee under and subject to the terms of agreement between the parties of the 30th December, 1905, as renewed without extra charge to the Lessee.

In witness whereof the said parties have caused these presents to be executed under their respective corporate seals and under the hands of the proper officers in that behalf.

CANADA RAILWAY NEWS CO., LIMITED.
(Sgd.) T. P. PHELAN, (Seal)
President.

TEMISKAMING AND NORTHERN ONTARIO RAILWAY COMMISSION. (Seal)
(Sgd.) J. L. ENGLEHART,
Chairman.
(Sgd.) B. L. THOMPSON.
(Sgd.) A. J. MCGEE,
Secretary-Treasurer.

MINING LEASE, CITY OF COBALT MINING CO.

This Indenture made the eighteenth day of March in the year of our Lord one thousand nine hundred and seven, between The Temiskaming and Northern Ontario Railway Commission, hereinafter called the Lessor, and The City of Cobalt Mining Company, Limited, hereinafter called the Lessee.

Whereas the owners of the lots hereinafter mentioned have entered into an agreement with the Lessor in the words and figures following:—

"Memorandum of agreement made this thirty-first day of December, A.D. 1906, between the owners of lots in the Cobalt townsite in which the

mining rights are reserved to the Temiskaming and Northern Ontario Railway Commission who shall execute these presents hereinafter called the lot Owners, of the one part, and The Temiskaming and Northern Ontario Railway Commission, hereinafter called the Commission, of the other part.

"Whereas the Commission has proposed to grant mining leases of lots in Cobalt to lot owners upon certain terms, one of such terms being that such lot owners shall reconvey such lots to the Commission, receiving in lieu thereof 999 year mining leases of such lots.

"And whereas the lot owners represent to the Commission that they have respectively agreed with the city of Cobalt Mining Company, Limited, (hereinafter called the Mining Company), to waive in favor of the Mining Company their respective rights to receive such mining leases; and further that they have respectively made agreements with the Mining Company for the protection of the interest of the lot owners in the premises, and the lot owners have requested and do hereby request the Commission to grant a mining lease or mining leases of the lots of which the said lot owners are the owners, or of such of them as the Commission shall see fit in the form or to the effect of the form of lease hereto annexed, without requiring the lot owners to re-convey such lots to the Commission.

"Now these presents witness that in consideration of the premises it has been agreed between the parties as follows:

"1. The Commission notwithstanding the land title transfers heretofore made by it to the lot owners, may grant to the Mining Company a mining lease or leases of the lots owned by the lot owners (the lot numbers of which are set opposite their respective signatures hereunder), or of such of them as the Commission shall see fit in the form of the said annexed form of lease, with such modifications as shall or may be agreed upon between the Commission and the Mining Company, which lease or leases it is agreed shall as to the lots therein comprised to all intents and for all purposes be as valid, binding and effectual not only as between the parties thereto but also as against the lot owners as if the said lot owners had re-conveyed such lots to the Commission prior to the execution of such lease or leases, but without prejudice to and expressly reserving the obligations of the Mining Company to the respective lot owners under its agreement or agreements with them respectively in the premises.

"2. The lot owners respectively for themselves and their respective heirs and assigns hereby absolutely and forever release, acquit and discharge the Commission, its successors and assigns of and from all claim, actions and demands of every nature and kind for or in respect of any loss, injury or damage to them respectively, or to their respective heirs or assigns or to the said lands respectively, or to any title or interest therein or thereto which has or shall or may hereafter arise, occur or be suffered or which shall or may be claimed or alleged to have arisen or occurred by reason of or in any way connected with any mining or other operations, or connected with or arising out of any other act, deed, matter or thing which shall or may hereafter be done or carried on by or on behalf of either the lessor or the lessee or their respective successors and assigns in the exercise or assumed exercise of any of the rights, powers or authorities conferred by or relating to or alleged to be conferred by such lease or leases.

"In testimony whereof the parties of the first part have executed these presents under their hands and seals in the presence of the witnesses whose names are set opposite their respective signatures hereunder, and the party of the second part has caused the same to be executed under its corporate seal, and under the hands of the proper officers in that behalf."

Lot Owner.	Lot Numbers.
W. D. Hogg	448, 458, 459.
Newton J. Kerr	437, 439, 445.
Wm. F. Powell	474, 476, 477.
Edmund J. Murphy	340.
J. J. Heney	348.
R. T. Shillington	478, 479, 480, 420, 404.
Joseph E. Murphy	409, 410, 432.
A. C. Campbell	413.
John Mackay	396, 397, 398.
A. A. Taillon	449, 450, 451.
F. M. Devine	218, 394, 395.
J. A. Lake	376, N½.
S. J. Kirkland	370, N½.
F. R. Latchford	360 and 361.
R. H. Elliott	436.
Chas. Reckin	372, S½.
Alex. MacDonald	373, S½.
Patrick Sullivan	380, S½.
G. A. Donaldson	414, 415, 416.
J. G. Donaldson	382, N½.
J. B. Dreany Dreany Bros. Wm. J. Dreany	365.
E. P. Rowe	382, S½; 350½.
James Parke	349, N½ of N½.
S. Lonsdale	380, N½.
J. Harvey	387.
W. T. Walker	381, S½; 433, N½.
M. McKinnon	383, 375.
J. A. McArthur	371, N½, 379.
J. F. Presley	381, N½.
Thomas Birkett	471, 472, 473.
Milton Carr J. M. Henry	368.
A. S. Galoska	355, 356, 417, 349, S½ of N½.
P. J. Finlan	372.
H. H. Lang	402, 403, 412, 435½, 447, 463, 464, 465 432.
A. S. Galoska & Co., Ltd.	362, 363.
A. S. Galoska and A. Glendinning	349, S½ of N½.
A. Ferland	406.
W. J. Donaldson	374.
W. E. Donaldson	434, 374.
Thos. Hardy	434.
The Cobalt Standard Mining Exchange, Limited	368.
The Township of Coleman	429.
Fred. Alex. Brewer	419.
F. X. Bellerose	376, S½.
S. H. Logan	366
J. S. Baken	433, S½; 373, N½.
Jas. Ross	387.
H. E. Hind	378.

Lot Owner.	Lot Numbers.
A. J. Young	442, 443, 462.
Jno. C. Stevenson	346, 369.
R. D. McLaren	357, 405.
C. P. Campbell	350.
A. E. Campbell	379, S½.
T. McCamus, A. A. McKelvie, McCamus and McKelvie	351.
The George Taylor Hardware Company, Limited	364, N½.
C. W. Jessop	354.
W. E. Running	339, 344.
G. Wallingford	370 pt., S½.
K. Farah	367, 364, S½.
John Martin, T. E. Armstrong	359.
J. Lorn McDougall, jr.	347.
T. Lindsay	460, 461, 475.
F. E. Lang	444, 446, 457.
Douglas McNair	452, 466, 481.
E. O. Wise	341.
C. Bissonette	343, 353.
L. N. Bate	399, 400.
J. V. Poaps	345.
H. L. Holstein	349, S½.
J. C. Comisky	350 1/6, 359½, 435½.
W. T. White	352.
J. H. Hunter	418, 421, 422, 423, 424, 425, 426.
J. Henderson, W. R. Wadsworth	358.
A. M. Wiley	342.
Geo. Wright	350 1/3 N.
Right Rev. George Lord Bishop of the Diocese of Algoma	407, 408.
Thomas B. Coombs	430.
National Trust Company, Ltd.	366.
D. L. McCarthy	363.

And whereas Patrick McCool the registered owner of charge number 6,548, registered on the 9th day of November, 1906, against part of lot 368, parcel 3,865 above mentioned has for the purpose of consenting to this indenture executed a document in the words and figures following:

"I Patrick McCool of the town of North Bay in the District of Nipissing, the registered owner of charge made by Cobalt Standard Mining Exchange, Limited, to me dated the 31st day of October, 1906, and registered as Number 6,548 on the land registered in the Office of Land Titles at North Bay, in the register for the district of Nipissing, as the east part of lot number 368, according to a plan of the townsite of Cobalt, registered in said Land Titles Office at North Bay as number M.47, said land being parcel 3,865 in the register for the said district; hereby consent to the Temiskaming and Northern Ontario Railway Commission, granting a nine hundred and ninety-nine year mining lease of said lot with other lands to the city of Cobalt Mining Company, upon such terms as may be agreed upon by the parties to said lease, and agree that such lease shall as to said lot to all intents and for all purposes be as valid and binding and effectual not only as between the

parties thereto, but also as against me, as such chargee, and my assigns, as if such lease had been granted and registered prior to the execution and registration of the said charge in my favor.

"As witness my hand and seal at North Bay this day of March, A.D. 1907."

Now these presents witness that in consideration of the cash bonus of nineteen thousand two hundred dollars (the receipt whereof is hereby acknowledged), and of the rents, covenants and conditions hereinafter respectively reserved and contained by the lessee to be paid, observed and performed, the lessor hath demised and leased and by these presents doth demise and lease unto the lessee for the purposes and upon and subject to the terms, conditions and stipulations herein contained, the lands hereinafter particularly described, namely, Lots 218, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, the south half of lot 349, the north half of lot 349, lots 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 387, 394, 395, 396, 397, 398, 399, 400, 402, 403, 404, 405, 406, 407, 408, 409, 410, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 440 and 441 according to the plan recorded in the Office of Land Titles at North Bay as plan M.47, together with all veins, seams, beds, and deposits of metals, and mineral ores in or upon the said lands.

To have and to hold the said hereby demised premises unto the lessee for the terms of nine hundred and ninety-nine years to be computed from the day of the date hereof, yielding and paying therefor unto the lessor the clear yearly rent or sum of one hundred and twenty-eight dollars of lawful money of Canada yearly in advance on the eighteenth day of March in each and every year during the continuance of the said term without any deduction, defalcation or abatement whatsoever, the first payment to be made on the execution and delivery of these presents; and further yielding and paying therefore as additional rental the renders of metals and ores or the value thereof as hereby reserved payable as and when hereinafter provided.

It is agreed between the parties as follows, and this demise is made upon and subject to the following express terms, conditions and stipulations:

1. In these presents the word "lessor" and "lessee' shall be deemed to include the successors and assigns of the said lessor and the said lessee, and all the covenants, conditions, terms and stipulations of these presents shall be binding upon and shall inure to the benefit of the successors and assigns of the parties respectively.

2. In these presents the words "Mining Engineer" shall mean the Mining Engineer for the time being, and from time to time appointed by the lessor to act in reference to the mining operations to be carried on in pursuance of these presents.

3. This demise shall include the liberties following which are, however, to be enjoyed by the lessee subject in all cases, and at all times to any and all orders, instructions, and directions of the Mining Engineer, and to the covenants of the lessee herein contained.

(a) To search the demised premises for metals and ores;

(b) To build, erect, put in place or set up from time to time on the demised premises, such buildings, structures, engines, plant and machinery as may be necessary or convenient.

(*c*) From time to time to dig for, mine and obtain the demised metals and ores, and (subject to rendering to the lessor the lessor's share of the value thereof as herein provided) to dispose of the same for the lessee's benefit.

4. The lessee shall pay the said annual rent as and when payable as aforesaid and shall further render and pay to the lessor during the said term at the times and in the manner hereinafter provided as further rent one fourth of the value at the mouth of the mine of all metals and metallic ores produced or obtained by the lessee from the demised premises or any part thereof, it being expressly agreed that for the purposes hereof the value to be determined from assays shall be the full value of each and every marketable constituent of the mineral at its full market price, no deductions being made for mining.

5. The lessee shall from time to time and at all times keep the lessor indemnified against all actions, proceedings, claims, demands and expenses arising or alleged to arise out of or in connection with the working of the demised premises, or any part thereof, or with the exercise of the rights, liberties and powers hereby granted or any of them.

6. The lessee shall erect, maintain and keep sufficient fences and guards for protection of man and beast around every shaft or other opening sunk or made on said premises, or any part thereof, and whenever, and so often as any shaft or other opening shall have become necessary for the further working of the demised premises, the same shall be immediately filled up so as to obviate all danger therefrom, and to the satisfaction in every respect of the Mining Engineer.

7. The lessee shall from time to time keep all buildings, workshops, engines and fixed machinery, tramways, roads, shafts, adits, levels, drifts and other works which shall from time to time be constructed, erected, built, placed or made in or upon the said premises for or in connection with the mining or other operations of the lessee in good and substantial repair, condition and working order, and shall from time to time duly and properly secure all such shafts, adits and other underground workings with timber props or other effectual means.

8. The lessee shall from time to time make and keep in proper repair for the safe and convenient passage of the lessor, its servants, agents, workmen and all other persons having lawful occasion to go upon the said premises, or any part thereof, proper bridges protected by adequate railings or otherwise over any open or unsafe parts of any adits or other works.

9. The lessee shall pay all provincial, municipal and other taxes which may at any time be assessed or levied against such demised premises, or any part thereof, or against the improvements thereon, or any of them, or against the metals or mineral ore the produce thereof, or any personal property on the demised premises during the continuance of said term in the same way and to the same extent as if the premises above described were owned in fee by the lessee; Provided, however, that this shall not render the lessee liable to the payment in respect of any metals or mineral ores obtained or procured from the demised premises of any royalties in favor of the Crown which may at any time under the laws then in force be payable in respect of or chargeable against the metals or mineral ores mined or produced in the Province of Ontario, the intention being that the rentals hereby reserved shall be in lieu of all such royalties.

10. The lessee shall from time to time conform to and observe all statutory or other rules for the time being in force so far as they affect or shall or may affect the demised premises, or any part thereof, and shall keep the

lessor indemnified against all penalties, damages, proceedings, costs and expenses incurred or suffered through or by reason of any breach or non-observance thereof.

10*a*. The lessees shall during the said term work the mines on the demised premises in such manner from time to time as shall, as far as possible, recover the maximum gross yield of minerals and shall do and perform all work and operations upon the demised premises in a skilful and workmanlike manner and to the satisfaction of the Mining Engineer and according to the best and most approved method of working practised from time to time in similar undertakings in the same district or elsewhere in similar operations, so that the whole of the said demised premises may be fully and satisfactorily searched for and the metals and metallic ores thereon mined and got out to the best ultimate advantage, due regard however being always had to the conformation of the said lands and to the probable impracticability of working to advantage all parts thereof, or all veins crossing the same simultaneously, and the lessees shall further prosecute said work continuously, save when the same is interrupted by inevitable accident or by strikes or labor disputes, or the orders, instructions or directions of the Chief Engineer or of the Mining Engineer.

10*b*. In case at any time mining operations on said premises shall be suspended for a period exceeding one year, the lessor may at its option cancel these presents and determine the term hereby granted whereupon the said term and all rights of the lessees hereunder shall be determined, but without prejudice to the obligations of the parties with reference to anything which shall have occurred prior to such determination.

11. The lessee shall from time to time and at all times keep or cause to be kept on some convenient part or parts of the demised premises accurate plans and sections on such scale as the Mining Engineer shall direct of all mines and works carried on or remaining open for the time being on the demised premises, or any part thereof, and of all veins, beds and lodes which shall from time to time be discovered therein and shall keep properly and promptly recorded on such plans the progress of all work, and shall from time to time regularly as work proceeds make systematic mine assays according to the most approved methods from time to time in use, and shall properly record all such mine assays on such plans and shall from time to time be required to furnish the Mining Engineer with duplicates of all such plans, together with all such information and particulars as shall enable him to keep complete and up to date records of all work from time to time being done and of all systematic mine assays from time to time being made; and shall also at all times keep proper and sufficient books of account wherein shall be entered from time to time the several quantities of metals and ores mined or otherwise procured from the demised premises, with the dates of the production thereof, and all other particulars necessary or convenient for ascertaining from time to time the amount or amounts payable or which should or ought to be payable to the lessor hereunder, and shall permit the lessor, its agents or representatives from time to time, and at all times, to inspect the said plans and books of account and to take copies thereof or extracts therefor, and shall upon the expiration or sooner determination of said lease deliver up all such plans and books of account to the lessor.

12. The lessee shall promptly render to the lessor from time to time such periodical and occasional statements and abstracts from the books of account of the lessee and otherwise showing all necessary particulars about the operations of said mines in such form and with such particulars as shall or may from time to time be required by the lessor.

13. The lessee shall from time to time, whenever so required, permit the lessor or its agent or agents with or without clerks, surveyors, engineers, miners, workmen and other persons at all reasonable times to enter upon the demised premises, or any part or parts thereof, for the following purposes or for any other purposes considered necessary by the lessor:—

(*a*) To inspect and examine the demised premises and all buildings, erections, plant, machinery and workings thereon, and all ores and metals produced thereform for the purpose of ascertaining whether the same are in good and substantial order, condition and repair, and whether the operations of the lessee are being carried on in a proper manner in accordance with the intent of these presents.

(*b*) To take plans of said workings or any of them.

(*c*) To inspect the machines and methods used or employed on said premises for assaying the produce of the demised mines and to test their accuracy in such manner as may seem expedient, and

(*d*) To see and supervise such assays and to take account thereof, and to take and retain proper samples.

And for the purposes of the aforesaid, or any of them, to use free of charge all the shafts, machinery, plant and works in or upon or used in connection with the demised premises, and to have all necessary assistance from the miners and others in employment of the lessee.

14. Assays for determining values on which settlements are to be made must at all times be made upon truly representative samples taken by thoroughly competent persons approved by the Mining Engineer, and in manner approved by him, and in the presence of the Mining Engineer or his agents duly authorized in that behalf, and all such samples must be divided in two or more portions, one portion of which shall be kept by the Mining Engineer or his agent for check assays and valuation, and in the event of any disagreement the sample reserved for the Mining Engineer, or if considered necessary by him a few samples taken by him in such manner as he shall think proper, shall be assayed by an assayer selected by the Mining Engineer, whose decision thereon shall be final.

15. The lessor's proportion of the value of all metals and mineral ores reserved as portion of the rental as aforesaid shall be payable by the lessee to the lessor in cash at the head office for the time being of the lessor within ten days from the completion of the assay in respect of any such metals and mineral ores from time to time without any deduction or abatement for commission, exchange or otherwise.

16. The lessee shall not, nor will, during the said term assign, transfer or set or otherwise by any act or deed procure the said premises, or any of them, to be assigned, transferred, set over or sublet unto any person or persons whomsoever without the consent in writing of the lessor first had and obtained.

17. During the continuance of the said term all metals and mineral ores and other freight emanating from or connected with the lessee's mining business on the demised premises shipped out by or on behalf of the lessee shall be shipped via the railway of the lessor, and all supplies and other freight of every nature intended for or connected with the said business shipped in for or by the lessee shall be so shipped via the railway of the lessor and by no other route, provided that no greater toll shall be chargeable to the lessee for any such transportation than the tolls from time to time charged by the lessor to other parties for transportation of similar freight between the same points.

18. If whenever and so often as default shall be made in payment of any sum payable to the lessor as lessor's proportion of the value of metals and mineral ores as aforesaid, whether payment shall theretofore have been demanded or not, the lessor may from time to time seize and distrain the goods, chattels and effects of the lessee for the time being in or upon or about the premises hereby demised, or any adjoining or neighboring lands or works for the time being held therewith or otherwise used or occupied by the lessee, or may from time to time in respect of any such default seize and distrain all metals and mineral ores produced or obtained by the lessee from the demised premises, whether in or upon the said premises or elsewhere, and out of the proceeds of the sale or other disposal of such goods, chattels and effects, metals and ores so distrained, may retain the share and proportion of the values of all metals and ores or other rental then due to the lessor, together with such further part thereof as shall be sufficient to cover the costs of and incidental to the distress and sale of the lessor's proportion of the value of the metals and ores sold under such distress and pay the residue over to the lessee.

19. If and whenever any rent or renders payable by the lessee to the lessor as aforesaid shall be in arrear for a period exceeding ninety days, whether payment of the same shall have been legally demanded or not, or in case of the breach of any covenant on the lessee's part herein contained, or in case any such covenant on the lessee's part shall not be performed or observed, and such breach or non-observance shall continue for a period exceeding ninety days, then and in any of the said cases it shall be lawful for the lessor at any time thereafter to re-enter upon the demised premises or any part thereof in the name of the whole and thereupon this demise shall absolutely cease and determine, but without prejudice to the obligations of the parties with reference to anything which shall have occurred prior to such determination.

20. For further assuring the lessor's rights hereunder, the lessor shall have the right at any time and from time to time when and so often as the lessor shall think necessary or expedient for the lessor's protection to require delivery to the lessor of all metals and mineral ores produced or obtained upon the demised premises to the extent that the lessor, its servants or agents may sort and sell, or otherwise dispose of the same, and deduct from the proceeds all moneys payable by the lessee to the lessor, including all expenses of and incidental to such sorting, sale or other disposal and account to the lessee for the surplus, if any, it being expressly agreed that in every such case the lessor shall not be responsible or liable to the lessee for any loss, injury or damage connected with the transportation, samplying, assaying, sale or other realization of such metals and mineral ores or in connection with the collection and payment of the proceeds thereof, save and except any loss, damage or injury occasioned by the wilful default or neglect of the lessor, its servants or agents in that behalf.

21. All remedies hereby reserved in favor of the lessor are intended to be cumulative, and it is agreed that no waiver or waivers by the lessor of any breach or non-fulfilment of any of the lessee's covenants or obligations and no waiver by the lessor of any of its rights hereunder shall apply to or affect any future or other breach, failure or right, save and except the breach, failure or right so waived.

22. At the expiration or sooner determination of the tenancy hereby created, the lessor shall deliver up the demised premises with all buildings, fixed machinery, shafts and underground workings, tramways, roads, fixtures and other conveniences which shall then be in, used or upon or under

the lands in connection with the demised premises in good and substantial repair, condition and working order, to the intent that the same may be available for future mining operations on said premises.

23. Should any dispute or difference arise at any time during the said term as to the rights, duties or liabilities of the parties hereunder, or should any discrepancy appear or any question, dispute or difference arise respecting the true construction, meaning and intent of these presents, or of any matter or thing therein contained, or should any difference arise between the parties in any other matter in any way touching or arising out of these presents or connected with the premises hereby demised, or with operations or dealings affecting or flowing from the same, all such disputes, questions and differences shall from time to time be referred, and they are hereby referred, to the determination, settlement and adjustment of the Mining Engineer, whose decision from time to time in the premises shall be absolutely final and binding conclusive upon the parties.

24. It is agreed that these presents shall be registered under the Land Titles Act, in the office of Land Titles, at North Bay, and that until so registered these presents shall not come into effect, nor shall the lessee have any right of entry or otherwise hereunder.

In testimony whereof the lessor and lessee have caused these presents to be executed under their respective corporate seals and the hands of the proper officers in that behalf.

Signed, sealed and delivered in the presence of
(Sgd.) Strachan Johnston.

The Temiskaming and Northern Ontario Railway Commission,
(Seal)
(Sgd.) J. L. Englehart,
Chairman.
(Sgd.) A. J. McGee,
Secretary-Treasurer.

(Sgd.) W. D. Hogg.

(Sgd.) Thos. Birkett,
President.
(Seal)
(Sgd.) P. J. Finlan,
Secretary.

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SECOND

ANNUAL REPORT

OF

The Ontario Railway

AND

Municipal Board

To December 31st

1907

PRINTED BY ORDER OF

THE LEGISLATIVE ASSEMBLY OF ONTARIO

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SECOND

ANNUAL REPORT

OF

The Ontario Railway and Municipal Board

To December 31st, 1907.

To His Honor Sir William Mortimer Clark, K.C.,
Lieutenant-Governor of the Province of Ontario in Council:

In pursuance of section 56 of the Ontario Railway and Municipal Board Act, 1906, the Ontario Railway and Municipal Board beg leave respectfully to submit their second annual report.

Railways under the Board's Jurisdiction.

Since the making of the first annual report a painstaking examination has been made by the Board of all the Acts, both of the Dominion and this Province, relating to railways in Ontario, in order to ascertain the legislative history of each railroad and to settle the question as far as possible of the Board's jurisdiction. This was a work of considerable magnitude, requiring a great deal of care and patient investigation. Appended to this report is a schedule which shows the result of the Board's labor in this regard.

The question of the Board's jurisdiction is very much confused and has been rendered difficult in several instances by reason of the fact that several railways incorporated by Acts of the Legislature of Ontario, and which were in no sense interprovincial or international, but were only local in their character, were subsequently declared by Dominion legislation to be for the general advantage of Canada. This statutory declaration of general advantage has not the effect of repealing the local legislation in existence at the time of such declaration, but on the contrary such Provincial legislation remains in full force and effect. The declaration of general advantage does operate, however, as a prohibition against further local legislation in respect of the work in question. The consequence is that we find in several instances electric railways in Ontario operating under laws enacted by both the Provincial and Dominion Parliaments, yet in actual practice not subject to either. This anomaly arises in this way. The Board cannot enforce either the local legislation or the contracts with the municipalities by reason of the railway being taken from under their jurisdiction by the declaration of general advantage, and the Dominion Railway Act, being intended to apply to steam railways only, does not include provisions for the regulation and governance of electric railways, nor for the enforcement of agreements, in other words the terms and conditions of the franchises from the municipalities.

It has also happened that an electric railway under Dominion jurisdiction has acquired by purchase or lease another electric railway, incorporated by local legislation, not yet declared to be a work for the general advantage of Canada, and which is still under the jurisdiction of the Board. The consequence is that portions of such a railway system are under the jurisdiction of the Dominion Board of Railway Commissioners and other portions are under the jurisdiction of this Board. The contention has been advanced that when an electric railway under Dominion jurisdiction has acquired another electric railway which is under the Board's jurisdiction, that this ousts the jurisdiction of this Board. This Board takes issue upon this question for this reason: The only effect of the declaration of general advantage is to prevent the Provincial Legislature from legislating. There is nothing in the Dominion Railway Act of 1903 which declares, nor from which it can be inferred that the fact of a Dominion railway acquiring by purchase or lease a railway incorporated by the Provincial Parliament and under local jurisdiction, is tantamount to or has the effect of a declaration for the general advantage of Canada. This Board contends that an electric railway, leased or purchased by a Dominion railway, is not only under the jurisdiction of this Board, but is still subject to Provincial legislation.

Besides the question of the lack of proper regulation and control, and the absence of authority in the Dominion to enforce contracts with the municipalities, another reason exists why the electric roads should be under the jurisdiction of this Board. It is the settled policy of this Province that a two-cent per mile passenger rate should prevail. One result of a declaration for the general advantage of Canada is that an electric railway thereby evades the Provincial legislation as to fares and is enabled to charge a three-cent per mile passenger rate in defiance of the will of the people, as expressed by the Parliament of this Province.

It is submitted that this confusing and anomalous condition, which has been brought about by the Parliament of Canada declaring electric railways which are entirely local in their character works for the general advantage of Canada, should be the subject of a conference between the Governments of the Dominion and of this Province, with a view of arriving at some understanding which will put all the electric railways under the jurisdiction of this Board.

New Electric Railways.

During the past year the Windsor and Tecumseh Railway, running from the Town of Walkerville to the Village of Tecumseh, about ten miles, has been constructed and opened for traffic, and is being operated by the Sandwich, Windsor and Amherstburg Railway Company. The South-Western Traction Company have completed the extension of their line from St. Thomas to Port Stanley, about 9.5 miles, which has also been opened for traffic. The Toronto and York Radial Railway Company have extended their Metropolitan Branch from Newmarket to Jackson's Point, a distance of 24½ miles, and the Scarboro' Branch to Highland Creek, a distance of 4½ miles. The track construction of these extensions of the Toronto and York Radial Railway is of a high order, being laid with sixty-pound steel rails on ties at 2 ft. centre and well ballasted with gravel. The overhead work is good and the new cars that have been put in commission are of the most modern design.

Railway Fares.

All the railways under the Board's jurisdiction have submitted to the Board their tariff of passenger fares. These tariffs are all in accordance with the law relating to a two-cent per mile rate. No complaints have been received by the Board during this year in reference to the fares charged by any railway under the Board's jurisdiction.

By-Laws, Rules and Regulations.

The by-laws, rules and regulations of the different railways under the jurisdiction of the Board, except such as are of a private and domestic nature and do not affect the public, have been submitted to the Board for their approval.

Inspection of Railways by Board.

The Board during the months of July and August last made a personal inspection of all the electric and street railways under their jurisdiction with one or two exceptions. The object the Board had in view was to ascertain by personal observation the condition of the roadbed of the different railways, the character of their rolling stock and general equipment, and the service which they are giving the people. Except in one or two instances, the roadbeds were found in good condition and repair, the rolling stock in good condition, and, with the exception of crowding at rush hours, the service fairly good. Some of the roads, notably the Guelph, Sarnia, Galt, Preston and Hespeler, were in a high state of efficiency, the rolling stock and general equipment good, and the service given to the public commendable.

The Guelph Street Railway, which is owned and operated by the city, is specially to be commended. The management of this road has been very enlightened and enterprising. A great boon has been conferred upon the people by the purchase of a very beautiful park a few miles from the city, to which the street cars run. One improvement, however, suggests itself to the Board, that is the abolition of the level crossing over the Grand Trunk Railway of the branch running out to the Agricultural College. This level crossing will always be a menace to the safety of the public, and as there are no engineering difficulties in the way, an application should be made to the Dominion Board of Railway Commissioners for an order that an undercrossing be constructed, under the Grand Trunk for the streets and street railway.

During their inspection the Board made verbal suggestions as to improvements on the different lines which their observations convinced them should be made. In many cases the suggested improvements have been made.

Street Railway Convention.

During the month of October the Board attended the Convention of the Street and Interurban Railway Association of America at Atlantic City, in connection with which the Manufacturers' Association of the United States held an exhibition which occupied 70,000 sq. ft. of space on the steel pier. The Board had the advantage of making a careful examination of the exhibit, which included the latest life-saving and safety appliances for electric railways. The Board, in connection with their visit to the convention and exhibit at Atlantic City, visited Buffalo, Philadelphia and New York. In New York the Board observed the operation of the different lines in the subway, the

elevated and surface lines, and also the lines upon which a horse car service is still used. The Board made a careful examination of the traffic at the more congested points in New York, notably at the corner of 23rd Street and Broadway, in the immediate vicinity of the Flatiron building, also at the corner of 34th Street and Broadway, where the cars cross in three different directions, and which is unquestionably the most congested and difficult street intersection in the city at which to operate street cars. The car headway and the way in which the cars were crossed and how the pedestrian and vehicular traffic was managed were carefully noted by the Board. In New York the cars were crossed by what is known as the double system, the reverse of which prevails in Toronto.

Street Railway Conditions in Toronto.

After seeing the conditions that prevail in New York and Philadelphia and other cities in the United States, the Board is convinced that not only a very respectable question of congestion to deal with in Toronto exists, but an insistent one, and one which must be faced at once. The matter of congestion is rendered all the more difficult to manage in Toronto by reason of the narrowness of the streets as compared with the congested points in New York. The Board, in their judgment in the Toronto overcrowding case which appears in the schedule hereto, were strongly of the opinion that it would be a mistake to increase the congestion in Toronto at the corners of King and Yonge and Queen and Yonge Streets, and they are now more convinced than ever of the necessity for the one hundred new cars and the additional miles of double track which they ordered to be built upon streets to be designated by the city, as stated in that judgment, and that such additional trackage and rolling stock is for the present the only adequate solution of the overcrowding difficulty.

Toronto Street Railway.

In connection with the Board's judgment in the overcrowding case, a deadlock has occurred between the city and the Toronto Railway Company.

On the 17th of May, 1907, the Board in their judgment ordered and directed the Company to build with all reasonable dispatch between ten and fifteen additional miles of double track in the City of Toronto and one hundred new cars, the cars to be finished in time to be distributed and put in operation on the system as soon as the new lines were built.

Neither the city nor the Company asked the Board to determine the streets to be used for the new additional tracks, and if the question had been submitted to the Board, the Board has no jurisdiction to designate the streets. Mr. R. J. Fleming, Manager of the Company, notified the city that the Company were ready to construct the new lines. The city have not designated the streets upon which the new lines were to be built. The city were also informed by the Manager that no relief from the overcrowded condition could be given until the new lines were built. The Board are informed that the city procured the services of Mr. Bion Arnold, the Chairman of the Chicago Street Railway Improvement Commission, who is an expert street railway traffic engineer of international repute, to supervise the recommendations made by Mr. Rust, the City's Engineer, as to the streets to be occupied by the new lines which the Board ordered to be built. Mr. Arnold approved of Mr. Rust's recommendations. The City Council have not approved these Engineers' recommendations, neither have they come forward with any alternative

streets. The consequence is that the new lines ordered by the Board have not been built, and the public are suffering from the same overcrowded conditions which they have been enduring for several years.

This deadlock should be broken. The comfort and convenience of the public of the City of Toronto demand it. It is intolerable that the company, which, upon the city's application, has been ordered to build new cars and additional lines, should be prevented from carrying out the Board's order by the obstruction of the city.

Legislation Recommended.

The Board recommended that an Act should be passed amending the Ontario Railway and Municipal Board Act, 1906, and providing that where any company by virtue of the Railway Act or their special Act, or any agreement with the municipality, have the right to consruct and operate a line of railway or street railway in any municipality, and the municipality requires the company, or the company desires to extend their lines of railway, or where the Board have ordered extensions or new lines to be built, in the event of the municipality failing to designate the streets or in the event of the municipality and the company failing to agree as to the streets along which such extensions or new lines should be built, the Board, upon the application of the company or the municipality, or any ratepayer, should have power by order to designate the street or streets upon which such extensions or new lines should be built, and should have power to make such further and other order as the nature of the case may require in order to secure the construction of such extensions or new lines. The Board should also have power to settle any dispute that might arise between the company and the municipality as to the pavement of the streets or as to the concrete or other foundations upon which the rails or special work of the railway should be laid, or as to the rails or special work to be used in construction, or as to the proportion of the cost of the street pavement, concrete or other foundations to be borne by the company and the municipality respectively.

The Toronto Railway Company have reported to the Board that they have built and repaired the new track extensions and rolling stock hereafter mentioned.

New track extensions in latter part of 1906: Gerrard from Pape to Greenwoods Street, Dupont Street from Walmer Road to Christie Street, Lansdowne Avenue from College to Bloor; Richmond Street, Victoria to York Street; Victoria, Richmond to Queen Street; Avenue Road, Cottingham to St. Clair Avenue; Dovercourt Road, from Bloor to Van Horne Avenue; Wellington, from Yonge to Scott Street; Scott, from Wellington to Front Street; being a total of 6.04 miles (reduced to single track).

New track extensions, 1907: Roncesvalles Avenue, from Queen to Boustead, 1.97 miles.

New intersections: Yonge and Richmond, College and Bathurst, Queen and Scarboro' Beach Park loop.

New single curves: Queen and Spadina, Queen and Church, King and Shaw, Roncesvalles Car-barn, Scollard Street Car-barn, Dundas Street Car-barn.

Streets re-laid with 90-lb. girder rails: King Street, from Spadina to Sherbourne; Queen Street, from Spadina to Bathurst; Yonge Street, from Bloor to C.P.R.; Queen Street, from Kingston Road to Woodbine Avenue; College Street to Beatrice Street; total, 5.75 miles.

Intersections renewed: King and Spadina, King and Yonge, King and Church, King and Frederick, King and George, King and Sherbourne, Bloor and Lansdowne, Queen and Kingston Road, Queen and York.

The company report that they have spent on new track work, renewals, intersections, etc., up to the 30th of November, 1907, approximately $175,000.

The company also report as to rolling stock that thirty-five of the new cars, which were under construction during the latter part of 1906, were put in commission in the early part of 1907. In addition to this there have been fourteen new cars placed in the service, making a total of forty-nine new cars put in operation during 1907. These cars are double truck, convertible bodies, forty feet in length over all. The company report $295,000 as an approximate amount for rolling stock.

London Street Railway.

On the tenth day of November, 1906, the Board made an order against the London Street Railway Company, requiring them to make the repairs, renewals, construction, alterations, new works and equipment set forth and directed in the report of James C. Royce, Esq., Consulting Engineer, the Board's Engineer, bearing date the ninth day of November, 1906, at the times and in the manner set forth in such report. The report of the said Engineer appears at pages 98 to 103 inclusive of the Board's first annual report.

In carrying out the order of the Board the company have done a great deal of work and made many improvements. The section of track on Richmond Street north of Regent Street was repaired by replacing a number of ties, tightening joints, and by entirely rebuilding with heavier rail about 500 feet. Where subsoil was clay and had small springs in the vicinity, land tile was laid alongside of the track to drain it. Old switches and frogs have been replaced by new ones and several have been repaired. The roadway between the rails throughout the entire city has been repaired. In some places the tracks have been raised to better conform with the grade; in others the spaces between the rails have been filled in with gravel. The Wellington Street bridge, the Ridout Street bridge, and the Stanley Street bridge were repaired with new ties and by replacing new stringers under the ties. The Dundas Street bridge was practically rebuilt by an entirely new set of stringers, ties and guard timbers. Guard rails were placed on the approaches to all of these bridges, wherever there was any curvature in the track. Guard rails were put on Dundas Street east of the bridge, where there is a long curve and some grade from the bridge entirely around the curve. The overhead wires on the Springbank Park line were thoroughly repaired and put in first-class condition, and the remaining wiring of the system has been repaired as required. About fifty new poles have been placed throughout the city wherever the old ones showed any signs of weakness.

Five new single truck cars were placed in service during the past year. About half of the old cars were thoroughly overhauled, repaired and repainted during the year. Repairs are being proceeded with upon the remaining cars as rapidly as possible. New fenders were placed on all cars.

The Springbank Park line was thoroughly overhauled throughout its entire length by replacing about 600 ties, tightening the joints and ballasting the track. Guard rails were put on all the curves. A portion of the line was moved by reason of the Grand Trunk improvement, which eliminated several curves.

An addition has been made to the power plant by the installation of a 320 ampere Gould Storage Battery. The company have spent on ways and structures $15,404, and upon equipment $22,102, and on the Storage Battery Plant and Building, which was not the subject of the Board's order, $19,109. The physical condition of the company's property has been very much improved and it is now capable of giving a safe and much more satisfactory service to the public.

Hamilton Street Railway.

On the first of September, 1906, an application was made by the City of Hamilton against the Hamilton Street Railway Company for an order for a general repairing of the company's railway and of its rolling stock. On the seventh of September, 1906, the Board appointed John F. H. Wyse, Esq., and Henry W. Middlemist, Esq., Civil Engineers, to make an enquiry and report upon the application. The application of the City of Hamilton, the Board's order appointing the said inspecting Engineers, and the report of the said Engineers, appear at pages 71 to 91 inclusive of the Board's first annual report.

The Board, by their order dated the 28th day of January, 1907, ordered the company to make the repairs set forth in said order, which appears in the appendix to this report. The Board, however, did not issue their order until the 13th of February, 1907, being of opinion that they had no power, neither in the agreement with the city nor as a matter of law, to order the company to provide a new, modern, first-class, up-to-date railway system with the track extensions necessary for the requirements of a city of Hamilton's size and importance. The Board thought it well to delay handing out their formal order and the reasons for the same until they had an opportunity of meeting the Council of the City of Hamilton for the purpose of arranging a conference between the city and the company with a view of securing by negotiation a new street railway system for the city with additional track mileage. The Board, having received a communication from the City Clerk stating that the Council did not deem it expedient to confer with the company, handed out their formal order, dated the 28th day of January, 1907, and the reasons therefor, which appear in the appendix.

The company in complying with the Board's order have made repairs to their tracks, special work, motors, trucks, cars, and general equipment, and report that they have spent $32,336.00 up to the end of October in carrying out the order of the Board. The time for the completion of all the repairs has not yet expired.

Assessment Appeals.

The Board have disposed of four appeals from the Courts of Revision during the last year. In two of the cases the parties appealed to the Court of Appeal against the Board's judgment. Both appeals were dismissed.

One of the appeals, that of the Coniagas Mines Company against the Corporation of the Town of Cobalt, was of more than passing interest, the question of the right of the municipality to tax a mine for income being involved. The mining company contended that as their only income was from the sale of ore taken from the mine, and inasmuch as the product of the mine represents the capital of the company, every sale of ore being in fact a return of so much capital, therefore until all the capital has been realized out

of the mine there can be no income liable to assessment. The Board declined to give effect to this contention and held that the net amount derived from the sale of ore was income within the meaning of the Assessment Act and liable to municipal taxation. The Court of Appeal coincided in this view and dismissed the appeal.

Municipal Telephones.

In pursuance of the Act respecting Local Municipal Telephone Systems, 6 Edw. VII, Cap. 41, the Board prepared a specification fixing the standard requirements of telephone systems to be installed under the Act. The specification appears in the appendix to this report.

Applications to Board.

There have been in all 191 applications made to the Board in 1907; of these 183 have been heard and 8 are still pending.

All the cases that were pending and untried by the Board at the date of the last report have since been disposed of. The cases now pending and ready for trial will be disposed of by the Board as soon as possible after the parties apply for an order, fixing the time, place and manner of trial.

Public Utilities.

Forms for returns set forth in the Board's first annual report were sent to all the municipal corporations operating public utilities. In the majority of cases the forms sent out have been completed and returned to the Board. The returns have been tabulated and appear in the appendix.

These returns have demonstrated to the Board the fact that the books of the municipalities containing a record of the cost of construction, maintenance and operation of public utilities have been very imperfectly kept in many instances. Some provision should be made to enable the Board to employ an expert to institute a uniform system of bookkeeping by the municipalities in connection with the operation of public utilities, and for the purpose of supervising to some extent such bookkeeping.

Railway Returns.

Returns have been made by the different railways under the Board's jurisdiction on the forms transmitted to them by the Board. A tabulated statement of such returns appears in the appendix.

Annexation of Territory.

Ten applications to approve of the annexation of additional territory to towns and cities have been made. The orders made by the Board in connection with these matters appear in the appendix.

ACCIDENTS.

During the year all the railways under the jurisdiction of the Board have made reports of accidents in the form required by the Board's Regulations. The Board in forming these regulations thought that all accidents should be reported, and that it would be inexpedient to leave it to the companies to decide the character of the accidents to be reported. The consequence is that many of the accidents reported are inconsequential and have occasioned no injury to life or limb, but only injury to property. A tabulated statement of accidents appears in the appendix, which shows that 32 persons were killed and 320 injured.

RECORD OF MEETINGS OF BOARD.

A record of the meetings of the Board and an abstract of the proceedings of the Board appear in the Appendix.

Dated this 25th day of January, A.D. 1908.

JAMES LEITCH,
Chairman.

A. B. INGRAM,
Vice-Chairman.

H. N. KITTSON,
Member.

APPENDIX.

APPENDIX.

RECORD OF MEETINGS AND ABSTRACT OF PROCEEDINGS OF BOARD DURING YEAR 1907.

Procedure File, No. 30.

Between the Corporation of the City of Hamilton, applicants, and the Hamilton Street Railway Company, respondents.

Oct. 30, 1906. Appointment for hearing issued for Nov. 7, 1906.
Nov. 1, 1906. Appointment for hearing changed to Nov. 12, 1906.
Nov. 12, 1906. Application heard by Board—4 days.
Jan. 3, 1907. Application heard by Board—1½ days.
Jan. 28, 1907. Reasons for judgment and formal order made by Board.
Feb. 13, 1907. Negotiations conducted by Board with view of effecting a settlement having failed, further reasons for judgment handed out by Board, and formal order made by Board.

Procedure File No. 39.

In the matter of the Windsor and Tecumseh Electric Railway Company.

Jan. 11, 1907. Received notice that the Windsor and Tecumseh Electric Railway Co. has changed its head office from the Town of Walkerville to the City of Windsor.

Procedure File No. 49 & 50.

In the matter of the Toronto and York Radial Railway Company. Plans, etc., of Mimico and Scarboro' Divisions.

Jan. 29, 1907. Plans, profiles, and books of reference received, and duplicated, and original copy of each returned to Company and extra certified copy of book of reference of Mimico Division.

Procedure File No. 52.

In the matter of the Corporation of the City of Toronto, and the Toronto Railway Company.

Jan. 23, 1907. The Company having ceased to operate a portion of their system, causing great inconvenience to the public, the Board of its own motion to-day orders Company to operate forthwith those portions of its lines discontinued or stopped by the city.

Procedure File No. 54.

Between James McDonald, applicant, and the Toronto Railway Company, respondent.

Dec. 10, 1906. Application filed re Front Vestibules.
Dec. 15. 1906. Appointment for hearing.

Dec. 27, 1906. Application heard by Board, adjourned for view and further evidence.
Jan. 5, 1907. View by Board.
Jan. 9, 1907. Application heard by Board and adjourned sine die at request of parties.
Jan. 14, 1907. Application heard by Board and adjourned sine die at request of parties.
March 25, 1907. Hearing continued and concluded, judgment reserved.
May 17, 1907. Judgment handed out ordering doors on front vestibules, and that people be not allowed to enter by front vestibules.
June 18, 1907. Draft of formal order settled in presence of Counsel for both parties.
June 24, 1907. Formal order taken out by applicant.

Procedure File No. 55.

Between the Corporation of the City of Toronto, applicants, and the Toronto Railway Company, respondents. (Overcrowding cars).

Jan. 22, 1907. Application filed.
Jan. 25, 1907. Motion for reply and hearing heard on short notice and times fixed.
Jan. 30, 1907. Subpœna issued by applicants.
Jan. 31, 1907. Reply filed by respondents as directed by Board.
Feb. 4, 1907. Hearing at 2 p.m.
Feb. 5, 1907. Hearing all day.
Feb. 7, 1907. Hearing 11-2.
Feb. 19, 1907. Hearing in Chambers re Evidence.
Feb. 21, 1907. Hearing all day.
Feb. 28, 1907. Hearing all day.
March 1, 1897. Hearing all day.
March 4, 1907. Hearing 2-5.
March 5, 1907. Hearing all day.
March 8, 1907. Hearing all day.
March 12, 1907. Hearing all day.
March 13, 1907. Hearing all day.
April 2, 1907. Case called, adjourned at request of Counsel.
April 16, 1907. Hearing of evidence concluded. Appointment for argument at request of Counsel.
May 13, 1907. Argument, judgment reserved.
May 17, 1907. Judgment handed out ordering new lines and more cars.
June 18, 1907. Formal judgment settled pursuant to appointment in presence of Counsel for both parties.
June 24, 1907. Formal order taken out by City.

Procedure File No. 57.

In the Matter of the Toronto Railway Company—Steps.

Jan. 5, 1907. Complaint received, measurements taken and inspection made.
Jan. 10, 1907. Notice to Company of Board's findings.

Procedure File No. 60.

In the Matter of the Application of the Grand Valley Railway Company, the Brantford Street Railway Company and the Woodstock, Thames Valley and Ingersoll Railway Company, for the approval, under Section 221 of The Ontario Railway Act, 1906, of John James Beacon, as Examiner of Motormen for the said Companies.

Jan. 31, 1907. Application fixed.
Jan. 31, 1907. Appointment for hearing.
Feb. 8, 1907. Application altered, each Railway Company making separate application. See P. Fs. 70, 71 and 72.

Procedure File No. 61.

Between the Corporation of the City of Toronto, Applicants, and the Toronto Railway Company, Respondents. (Snow Removal and non-completion of Routes).

Jan. 31, 1907. Application filed.
Feb. 27, 1907. Reply filed.
March 25, 1907. Appointment for hearing.
March 28, 1907. Record filed, including applicants' particulars.
April 8, 1907. After several adjournments at request of Counsel, hearing commenced at 2 p.m., and at 4.30 p.m. adjourned to 16th inst., at request of Counsel.
April 16, 1907. Hearing concluded, judgment reserved.
April 23, 1907. Judgment handed out refusing application, except where over 6 ins. of snow.
June 18, 1907. Formal order settled in presence of Counsel for both parties, pursuant to appointment.
January 23, 1908. Notice received that Board's judgment affirmed by Court of Appeal.

Procedure File No. 62.

Between the Corporation of the City of Toronto, Applicants, and the Toronto Railway Company, Respondents.
(Bathurst Street and other Routes).

Jan. 31, 1907. Application filed.

Procedure File No. 63.

In the Matter of the Application of the Toronto Railway Company, under Sections 209 and 210 of the Ontario Railway Act, 1906, for the approval of fenders for use on its railway.

Sept. 27, 1906. Order made appointing John F. Wyse, Engineer, to test Fenders, Brakes, and other life-saving appliances.
Feb. 13, 1907. Report (not final) received from Wyse, and order made approving "Jenkins" fender for use by Company.

PROCEDURE FILE No. 65.

In the Matter of the Application of the City of Woodstock for the approval of By-law No. 364 of said City to authorize the issue of debentures to the amount of $3,560, for the extension of the waterworks system of the said City.

Feb. 13, 1907. Application filed.
Feb. 15, 1907. Application heard by Board.
Feb. 15, 1907. Order made approving By-law.

PROCEDURE FILE No. 66.

In the Matter of the Hamilton Cataract Power, Light and Traction Company. (Brantford Power Transmission Line).

Feb. 15, 1907. Land plan and book of reference of location in Township of Barton filed, considered by Board and certified.

PROCEDURE FILE No. 67.

In the Matter of the Hamilton Radial Electric Railway Company. (Proposed amended location in Hamilton).

Feb. 15, 1907. Plan and book of reference filed, considered by Board and certified.

PROCEDURE FILE No. 68.

In the Matter of the Application of the City of Peterborough for the approval of By-law No. 1,276 to authorize the borrowing of $10,000 to pay for extensions made in the waterworks system of the said City in the year 1906.

Feb. 13, 1907. Application filed.
Feb. 14, 1907. Application heard by Board and By-law approved.
Feb. 19, 1907. Order completed.

PROCEDURE FILE No. 69.

In the Matter of the Application of the Grand Trunk Pacific Railway for approval of location, and construction of its Lake Superior Branch from Fort William to the Junction, with the main line of the said Grand Trunk Pacific Railway.

Feb. 23, 1907. Applicants having concluded and filed copy of agreement with Town of Port Arthur, apply for order.
Feb. 23, 1907. Application heard by Board and order made approving payment of subsidy as far as regards questions before the Board for adjudication.

PROCEDURE FILE No. 70.

In the Matter of the Application of the Brantford Street Railway Company for the approval under Section 221 of the Ontario Railway Act, 1906, of John James Beacon as an Examiner of Motormen.

Feb. 8, 1907. Application altered, filed and heard by Board.
Feb. 8. Order made approving appointment.

PROCEDURE FILE NO. 71.

In the matter of the Application of the Grand Valley Railway Co. for the approval under Sect. 221 of the Ontario Railway Act, 1906, of John James Beacon, as an Examiner of Motormen.

Feb. 8, 1907. Application altered and filed, heard by Board.

Feb. 8, 1907. Order made approving appointment.

PROCEDURE FILE NO. 72.

In the matter of the Application of the Woodstock, Thames Valley and Ingersoll Railway Company for the approval under Section 221 of the Ontario Railway Act, 1906, of John James Beacon, as an Examiner of Motormen.

Feb. 8, 1907. Application altered, filed and heard by Board.

Feb. 8, 1907. Order made approving appointment.

PROCEDURE FILE NO. 73.

In the matter of the Application of the Berlin and Waterloo Street Railway Company for the approval under Section 221 of the Ontario Railway Act, 1906, of William George Sinclair, as an Examiner of Motormen for the said Company.

Feb. 21, 1907. Application filed.

March 9, 1907. Application and evidence filed, considered by Board, and order made approving appointment.

PROCEDURE FILE NO. 74.

In the Matter of the Application of the Hamilton Street Railway Company for the approval of Duncan Neil Miller, as Examiner of Motormen.

March 15, 1907. Application filed.

March 20, 1907. Application heard, D. N. Miller examined and order made approving appointment.

PROCEDURE FILE NO. 75.

In the Matter of the Application of the Hamilton Radial Electric Railway Company for the approval of John G. Gibson as Examiner of Motormen.

March 15, 1907. Application filed.

March 20, 1907. Application heard, J. G. Gibson examined, and order made approving appointment.

PROCEDURE FILE NO. 76.

In the Matter of the Application of the Hamilton and Dundas Street Railway Company for the approval of John G. Gibson as Examiner of Motormen.

March 15, 1907. Application filed.

March 20, 1907. Application heard, J. G. Gibson examined and order made approving appointment.

PROCEDURE FILE No. 77.

In the Matter of the Application of the Guelph Radial Railway Company for the approval of Donald Emslie as Examiner of Motormen.

March 16, 1907. Application filed.

March 16, 1907. Appointment for hearing.

March 20, 1907. Application heard, D. Emslie examined, and order made approving appointment.

PROCEDURE FILE No. 78.

In the Matter of the Hamilton Cataract Power, Light and Traction Company, Limited. Plan and Book of Reference shewing location of Electric Power Transmission Line through parts of Townships of Barton and Ancaster, County of Wentworth.

March 27, 1907. Plan and Book of Reference filed, considered and certified by Board.

PROCEDURE FILE No. 79.

In the Matter of Municipal Law Amendments, Public Utilities and acquiring same, and "Conmee" clauses.

Secs. 4, 5, 6 and 7 of Bill No. 180, Session 1906.

Sec. 9 of Bill No. 151, Session 1906.

March 16, 1907. Board completes and forwards to the Premier and to Hon. W. J. Hanna, Chairman of the Standing Committee on Municipal Law, its Report regarding above mentioned proposed amendment to the Municipal Law.

PROCEDURE FILE No. 80.

In the Matter of Railway Taxation.

March 16, 1907. Memo. received from Provincial Secretary's Dept. asking for Report on Railway Taxation in Ontario.

March 18, 1907. Report completed and dispatched to Provincial Secretary, two additional copies subsequently furnished to Provincial Secretary on request.

PROCEDURE FILE No. 81.

In the Matter of the Application of the Village of Marmora for an order for the annexation to said Village of certain lands in the Township of Marmora.

Apr. 4, 1907. Application filed, Board having examined same, letter sent to Applicant's Solicitor asking for further material and proofs.

Apr. 10, 1907. Further material produced, application heard by Board and order made for annexation as applied for.

PROCEDURE FILE No. 84.

In the Matter of the Grand Valley Railway Company. (By-laws, Rules, etc.)

Jan. 26, 1907. Application filed and considered by Board. Judgment reserved. (Applicants do not apply for order).

PROCEDURE FILE No. 85.

In the Matter of the Grand Valley Railway Company. (Tariffs, rates and fares).

Jan. 26, 1907. Application filed but not completed. No sketch of main line (with distances) furnished. Sketch of St. George Division furnished.

PROCEDURE FILE No. 86.

In the Matter of the Brantford Street Railway Company. (By-laws, Rules, etc.).

Jan. 17, 1907. Application filed, considered by Board, judgment reserved. (Applicants do not apply for order).

PROCEDURE FILE No. 87.

In the Matter of the Inspection of the Brantford Street Railway.

Dec. 11, 1906. R. Sherwood Elmsley, C.E., appointed by Board to inspect Railway.

Jan. 15, 1907. Report of Inspection received and copy sent to Company.

Jan. 18, 1907. Letter received from Company promising to comply with report.

June 19, 1907. Order issued and duplicate original dispatched to Company.

PROCEDURE FILE No. 88.

In the Matter of the Inspection of the Grand Valley Railway Company.

Dec. 11, 1906. R. S. Elmsley, C.E., appointed by Board to inspect Railway.

Jan. 15, 1907. Report on Inspection received and copy sent to Company.

Jan. 18, 1907. Letter received from Company promising to comply with report.

June 19, 1907. Order issued and duplicate original dispatched to Company.

PROCEDURE FILE No. 89.

In the Matter of the Inspection of the Woodstock, Thames Valley and Ingersoll Railway Company.

Dec. 11, 1906. R. S. Elmsley, C.E., appointed by Board to inspect Railway.

Jan. 15, 1907. Report on Inspection received and copy sent to Company.

Jan. 18, 1907. Letter received from Company promising to comply with report.

June 19, 1907. Order issued and duplicate original dispatched to Company.

PROCEDURE FILE No. 90.

In the Matter of the Application of the South-Western Traction Company for the approval, under Sect. 169 of the Ontario Railway Act, 1906, of the Tariff of Fares and Rates of the said Company.

Apr. 16, 1907. Application and schedules filed.

Apr. 20, 1907. Mr. Ingram, Vice-Chairman of Board attends at Company's offices and directs amended schedule of fares to be prepared and filed.
June 10, 1907. Tariff By-laws received from Company and considered by Board.
June 11, 1907. Order made approving Tariff By-law.

PROCEDURE FILE No. 91.

In the Matter of the Guelph Radial Railway Company. (Fenders).
Feb. 20, 1907. Letter from Company enquiring *re* Board's approval.
Feb. 20, 1907. Letter to Company in reply advising and directing steps to be taken.

PROCEDURE FILE No. 92.

In the Matter of the Toronto and York Radial Railway Company. (Change of Transmission Wires).
Feb. 28, 1907. Notice and application received.
March 1, 1907. Board directs notice of application to be served on the Municipalities and parties interested.

PROCEDURE FILE No. 93.

In the Matter of the Application of the City of Woodstock for the approval of the said Corporation's By-law to raise, by issue of debentures, the sum of $7,045.32 for the extension and improvement of the Woodstock Electric Light System.
March 9, 1907. After correspondence, application filed.
March 9, 1907. Appointment for hearing.
March 19, 1907. Application heard 2.30 p.m., applicants decide to take no further steps at present.
May 27, 1907. Applicants file material and apply for order approving By-law.
May 29, 1907. Order made approving By-law.

PROCEDURE FILE No. 94.

In the Matter of the Application of the Toronto Suburban Railway Company for the approval of its Rules and Regulations.
March 25, 1907. Application for approval filed.
March 26, 1907. Board having considered application, directs certain amendments, etc.
June 3, 1907. Amended rules filed in duplicate, examined and approved by Board. Order made accordingly.

PROCEDURE FILE No. 95.

In the Matter of the Annexation to Town of Kenora of property in the Tp. of Jaffray (2,515 acres more or less).
Apr. 5. Application filed and considered by Board.
Apr. 5. Notice to D. H. Currie, Applicants' Town Clerk, calling attention to Sec. 1, Cap. 34, Ont. Stats., 1906, and Sec. 12, Consol. Mun. Act, 1903.

PROCEDURE FILE NO. 96.

In the Matter of the Application of the St. Thomas Street Railway Company for the approval of J. A. Killingsworth, as Examiner of Motormen for the said Railway.

Apr. 8. Application filed and considered by Board.
Apr. 8. Letter in reply to applicants advising as to procedure, etc.
May 4. Notice to applicants to proceed with application.
June 24. Application renewed, A. S. Balsden now being Railway's appointee.
June 24. Application considered by Board and order made approving appointment of A. S. Balsden as Examiner of Motormen.

PROCEDURE FILE NO. 97.

In the Matter of the Application of the International Transit Company for the approval of the "Providence" fender and of the "Peacock" brake in use on the cars of said Company.

Apr. 13. Application filed.
Apr. 25 and 26. Tests of fenders and brakes viewed by Board.
May 9. Order made granting application.

PROCEDURE FILE NO. 98.

In the Matter of the Annexation to Tp. of Sandwich West of part of Town of Sandwich.

Apr. 15. Application filed and considered by Board.
Apr. 15. Letter in reply to applicants' solicitors *re* Jurisdiction and for further particulars of application.

PROCEDURE FILE NO. 99.

In the Matter of the Application of the International Transit Company for the approval of Percy Robinson as an Examiner of Motormen.

Apr. 17. Application and material filed and considered by Board.
Apr. 17. Order made granting application.

PROCEDURE FILE NO. 100.

In the Matter of the Application of the Kingston, Portsmouth & Cataraqui Electric Railway Company for the approval of Alfred E. Oakes as Examiner of Motormen for the said Company.

Apr. 20. Application filed and considered by Board. Notice to Company to support application by documentary evidence.
May 21. Documentary evidence received and considered by Board.
May 22. Order made approving of appointment.

PROCEDURE FILE NO. 101.

In the Matter of the Application of the City of Hamilton for the approval of By-law No. 646 for the issue of debentures for $62,000 for extending the Waterworks.

Apr. 24. Application filed and considered by Board.
Apr. 25. Order made granting application for approval of By-law.

PROCEDURE FILE No. 102.

In the Matter of the Application of the Niagara Peninsular Railway Company's application for certificate for expropriation (under Section 9 of Act of 1907 (Ont.).)

Apr. 23. Application heard by Board and certificate granted.

PROCEDURE FILE No. 103.

In the Matter of the Application of the Sandwich, Windsor and Amherstburg Railway for leave to open the Windsor and Tecumseh Branch of said Railway for traffic. (Sect. 163, Ont. Ry. Act, 1906).

Apr. 24. Application filed and considered by Board.
Apr. 24. Order made appointing Jas. C. Royce engineer to examine Railway.
Apr. 29. Report of Engineer on Inspection received.
Apr. 29. Order made opening said branch in compliance with Engineer's report dated April 27, 1907.
Dec. 26. Engineer's further report and account filed.

PROCEDURE FILE No. 104.

In the Matter of the Application of the South-Western Tranction Company for the approval of S. W. Mower as Examiner of Motormen for the said Company.

Apr. 25. Application filed and considered by Board.
May 13. Appointee having been examined, application granted and order made.

PROCEDURE FILE No. 105.

In the Matter of the Application of the City of London for the approval of a By-law to raise by issue of debentures $25,250 to extend the London Waterworks.

Apr. 29. Application filed and considered by Board.
Apr. 29. Order made approving By-law.

PROCEDURE FILE No. 106.

In the Matter of the Port Arthur Street Railway. (Rules, Regulations, Fares and Rates of).

Apr. 29. Application filed and considered by Board.
Apr. 29. Applicants notified to send two certified copies.

PROCEDURE FILE No. 107.

In the Matter of the Application of the Port Arthur Street Railway for the approval of its Fenders.

Apr. 29. Application filed and considered by Board.
Apr. 29. Notice to applicants to file plans, etc., of fenders.

PROCEDURE FILE No. 108.

In the Matter of the Application of the Port Arthur Street Railway Company for the approval of an Examiner of Motormen.

Apr. 29. Application filed and considered by Board.
Apr. 29. Notice to applicants explaining procedure, etc.

PROCEDURE FILE No. 109.

In the Matter of the Application of the Cornwall Street Railway, Light and Power Company, Limited, for the approval of William Hodge as an Examiner of Motormen for the said Company.

Apr. 30. Application filed and considered by Board.
Apr. 30. Order made granting application, and appointing Wm. Hodge as Examiner of Motormen.

PROCEDURE FILE No. 110.

In the Matter of the Cornwall Street Railway, Light and Power Company, Limited. (Fenders).

Apr. 30. Notice to Company calling attention to Section 209, Ontario Railway Act, 1906.

PROCEDURE FILE No. 111.

In the Matter of the Application of the Peterborough Radial Railway Company for the approval of J. Herbert Larmonth as Examiner of Motormen.

Apr. 26. Application filed.
May 3. Application heard by Board and order made granting same.

PROCEDURE FILE No. 112.

In the Matter of the Application of the Peterborough Radial Railway Company for the approval of the "Providence" fender for use on its cars.

Apr. 26. Application filed.
May 3. Application heard by Board and order made granting same.

PROCEDURE FILE No. 113.

In the Matter of Specifications for Local Municipal Telephones, under 6 Edw. VII. Cap. 41 (Ont.).

May 4. After several sessions and interviews with experts, the Board completes and promulgates specifications herein.

PROCEDURE FILE No. 114.

In the Matter of the Central Ontario Railway. Whitney Extension through Tps. of McClure, Sabine and Airy.

May 2. Plans, Profiles and Books of Reference filed.
May 8. Plans, Profiles and Books of Reference filed, and two copies certified after examination and consideration by Board.

PROCEDURE FILE No. 115.

Re Cities of Waterloo and Berlin and The Berlin Street Railway.

May 2. Complaint received from Solicitors for Berlin, letter in reply with rules, and advising.
June 19. Solicitors for Waterloo write requesting appointment for hearing, letter in reply with rules, etc.
July 12. Application filed (Waterloo *v.* Berlin), Notice to Berlin that Railway alleged dangerous, etc.
July 26. Reply filed.
Sept. 7. Consent to enlargement filed.
Sept. 30. Record filed.

PROCEDURE FILE No. 116.

In the Matter of the Pembroke Southern Railway, Plans, etc. (Completed Railway).

May 4. Plans received.
May 8. Plans considered by Board and letter to Company's Solicitor.
May 10. Plans returned for amendment, etc. (ss. 9 and 15, s. 59, Ry. Act).
Aug. 31. Plans received, amended in certain particulars.
Sept. 5. Plans considered and certified subject to affidavit *re* Engineer.

PROCEDURE FILE No. 117.

In the Matter of the Application of the Town of Fort Frances for the approval of By-law No. 121, providing for the payment of an increased rate of interest on the Debenture Debt created by By-law No. 101 of the said Corporation.

May, 6, 1907. Application filed and considered, further material required.
May 14, 1907. Further material filed and considered.
May 14, 1907. Order made approving By-law.

PROCEDURE FILE No. 118.

In the Matter of the Application of the Town of Owen Sound for the approval of its By-law No. 1,242, for the investment of $22,325 of its Sinking Funds in its own Debentures.

May 6, 1907. Application filed and considered by Board.
May 8, 1907. Letter to applicants to file further material.
May 20, 1907. Further material filed and considered.
May 20, 1907. Order made approving By-law.

PROCEDURE FILE No. 119.

In the Matter of the Application of the Hamilton Street Railway Company for the sanction of its Rules.

May 11, 1907. Application filed for approval of Rules, etc., together with printers' proofs, and considered by Board.

May 14, 1907. Letter to Company to submit books when completed for approval—printers' proofs meanwhile returned approved.
June 21, 1907. Duplicate of Rules received and considered.
June 21, 1907. Order made approving rules, etc.

PROCEDURE FILE NO. 120.

Toronto Railway Company v. Toronto. (Richmond Street Curves Case).

May 14, 1907. Application filed, affidavit filed shewing urgency of early hearing, and order applied for accordingly.
May 14, 1907. Order made that reply be filed on or before May, 20, 1907, and that hearing be on May 21, 1907.
May 20, 1907. Reply filed.
May 21, 1907. Hearing at 3 p.m. (adjourned from 11 a.m.) to 5 p.m.
May 22, 1907. Hearing continued—judgment reserved.
May 23, 1907. Judgment given granting application to lay curves.
May 27, 1907. Notice served on Board of application for leave to appeal.
June 18, 1907. Draft of formal order settled in presence of Counsel, pursuant to appointment.
June 26, 1907. Formal order taken out by applicants.

PROCEDURE FILE NO. 121.

Re Final Public Test of Fenders by Government.

April 25, 1907. Public Test of Fenders conducted by John F. H. Wyse, under direction of Board.
April 26, 1907. Test continued and concluded.
April 29, 1907. Report on test received from J. F. H. Wyse.
May 15, 1907. Copy report sent to Toronto Ry. Co., and to City Clerk, Toronto.

PROCEDURE FILE NO. 122.

Hamilton v. Hamilton Radial Electric Railway Company. (Application for leave to construct sewers and open Trolley St.)

May 16, 1907. Application and plans filed.
May 31, 1907. Reply filed by respondents.
July 20, 1907. Appointment for hearing.
July 29, 1907. Plans (3) certified.

PROCEDURE FILE NO. 123.

Re Dominion or Provincial Jurisdiction over Hamilton Radial Electric Ry. and other Railways.

May 20, 1907. Memo of authorities received.

PROCEDURE FILE NO. 124.

In the Matter of the Application of the Town of Thorold for approval of its By-law No. 188, increasing rate of interest on waterworks debentures from 4 to $4\frac{3}{4}$ per cent.

May 22 1907. Application filed and considered.

May 22, 1907. Letter to applicant's solicitor to file further material.
May 31, 1907. Further material filed, order made approving By-law.

PROCEDURE FILE No. 125.

In the Matter of the Chatham Electric Light Plant.

May 23, 1907. Application filed for assistance of Board in arriving at real cost of street lighting, etc.
May 23, 1907. Letter in reply to applicants thereon.
June 6, 1907. Reports of its two experts filed by City of Chatham.
June 6, 1907. Letter received from Chatham Gas Co., Limited, thereon
June 18, 1907. Mr. Kittson, Commissioner, having considered experts' estimates, etc., writes fully to City and Gas Company, advising and instructing.

PROCEDURE FILE No. 126.

The Township of York v. The Toronto Suburban Railway Company.

May 25, 1907. Application filed.

PROCEDURE FILE No. 127.

The Town of Weston v. The Toronto Suburban Railway Company.

May 25, 1907. Application filed.
July 5, 1907. On application of applicants to-day, Board directs reply.
July 12, 1907. Reply filed.

PROCEDURE FILE No. 128.

In the Matter of the Extension of the Sarnia Street Railway in the Township of Sarnia.

May 27, 1907. Plans, profiles, and books of reference herein filed for sanction.
May 27, 1907. Plans, etc., considered by Board and certified.

PROCEDURE FILE No. 129.

In the Matter of the Application of the Toronto and York Radial Railway Company, under Section 163 of the Ontario Railway Act, 1906, for opening of Newmarket to Jackson's Point Extension of Railway.

May 28, 1907. Application filed and affidavit of completion of construction. Board directs Engineer to inspect Railway.
June 4, 1907. Engineer's report received, and order made granting application (in terms of Engineer's report).
June 4, 1907. Plans and profiles of completed railway filed and certified.

PROCEDURE FILE No. 130.

In the Matter of the Hamilton Radial Electric Railway Company. (Plans, etc. of Deviation at Village of Burlington).

May 29, 1907. Plan, profile, and book of reference filed and certified.

PROCEDURE FILE No. 131.

In the Matter of the Hamilton Radial Electric Railway Company. (Plans, etc., of Deviation at Hamilton).

May 29, 1907. Plan, profile and book of reference filed and certified.

PROCEDURE FILE No. 132.

Between the Hamilton Street Railway Company and the City of Hamilton.

May 31, 1907. Application filed (for amendment of and relief from) order of Board in Hamilton v. Hamilton Street Ry.

June 14, 1907. Reply filed by City of Hamilton.

June 25, 1907. Appointment for hearing as arranged with Counsel.

June 28, 1907. Hearing at Hamilton. Judgment reserved.

July 5, 1907. Judgment handed down granting application as to loose joints and electric heaters; no order re devil strips.

July 29, 1907. Final order settled pursuant to appointment in presence of Counsel for both parties.

Aug. 2, 1907. Final order signed and completed.

PROCEDURE FILE No. 133.

Mortgage, The Pembroke Southern Railway Company to The Royal Trust Company (Trustee), Canada Atlantic Railway Company (Guarantor), received for deposit under subsection 4 of Section 44, Ont. Ry. Act, 1906, at 11 a.m., June 4, 1907.

PROCEDURE FILE No. 134.

In the Matter of the Application of the Niagara Falls Park and River Railway Company for the sanction of its Rules.

June 4, 1907. Rules filed for approval.

June 5, 1907. Rules examined and approved by Board. Notice to Company to file duplicate copy.

June 13, 1907. Duplicate copy of rules filed.

June 13, 1907. Order made approving.

PROCEDURE FILE No. 135.

In the Matter of the Application of the Town of Fort Frances for approval of By-law No. 124, providing for the payment of an increased rate of interest on the Debenture Debt created by By-law No. 113.

June 6, 1907. Application filed.

June 6, 1907. Application considered and granted and order made accordingly.

PROCEDURE FILE No. 136.

In the Matter of the Application of the Niagara Falls Park and River Railway Company for approval of Edward Garrett as Examiner of Motormen.

June 7, 1907. Application filed.

June 10, 1907. Board having interviewed (on 4th inst.) N. P. Baker, Division Supt., Chambers, General Agent, and Brown, all of said Company, grants application and order made accordingly.

Procedure File No. 137.

In the Matter of the Application of the Town of Fort Frances for approval of By-law No. 125, providing for the payment of an increased rate of interest on Debentures issued under By-law No. 116.

June 10. Application and material filed and considered.
June 10. Order made granting application.

Procedure File No. 138.

In the Matter of the Application of the Hamilton Radial Electric Railway Company for the approval of its Rules.

June 11. Draft of rules filed, considered and returned to company for printing.
Aug. 13. Printed rules received and order approving completed.

Procedure File No. 139.

Between the City of Hamilton and the Hamilton Radial Electric Railway Company. (Deviation of Company's line in Hamilton).

June 11. Letter from City Solicitor that Council may take action.
June 11. Letter in reply for Council to file application or complaint.

Procedure File No. 140.

Between Monmouth Township and the Irondale Bancroft and Ottawa Railway Company.

June 14. Application filed re Company's fencing.
June 21. Reply filed.
July 2. Letter received from applicants that Railway is proceeding with fencing.

Procedure File No. 141.

Between the City of Hamilton and the Hamilton Street Railway Company. (No. 2) (To enforce and amend order in original case).

June 14. Application filed.
June 20. Reply filed.
June 25. Appointment for hearing arranged with Counsel.
June 28. Hearing at Hamilton, judgment reserved.
July 5. Judgment handed down granting application as to cut ties and partially otherwise. (See judgment).
July 29. Final order settled, pursuant to appointment in presence of Counsel for both parties.
Aug. 2. Final order signed and completed.

Procedure File No. 142.

In the Matter of the Application of the City of Hamilton for an order approving of a Sinking Fund Investment By-law, No. 674.

June 15. Letter enquiring, letter in reply advising.
June 20. Application filed, letter suggesting amendment of By-law.
June 27. Certified copy of amending by-law filed.
June 27. Order made granting application and approving by-law (as amended).

Procedure File No. 143.

In the Matter of the Application of the City of Kingston for the approval of By-law No. 34 (1907), increasing the rate of interest on debentures.

June 21. Application transferred from Provincial Secretary's Dept.
June 21. Letter to applicants advising and suggesting amendments.
July 8. Proper application and material filed.
July 9. Order made approving by-law.

Procedure File No. 144.

In the Matter of the Application of the City of Kingston for the approval of By-law No. 35 (1907), increasing the rate of interest on debentures.

June 21. Application filed.
June 21. Letter to applicants.
July 8. Proper application and material filed.
July 9. Order made approving By-law.

Procedure File No. 145.

In the Matter of the Town of Newmarket's proposed By-law for Electric Light Extension. (See P.F. 149).

June 22. Application for hearing by Board.
June 22. Appointment for hearing.
June 25. Board hears application and directs documentary evidence to be filed.

Procedure File No. 146.

Between D. W. Mitchell and the Toronto and Niagara Power Company.

June 24. Application and complaint filed re railway crossings. (Farm).
June 24. Board considers application agreement therewith, Letters Patent of Company and Act Incorporating Toronto and Hamilton Ry. Co., and finds it has no jurisdiction.
June 24. Letters to applicant accordingly.

PROCEDURE FILE No. 147.

In the Matter of the Application of the City of Chatham for the approval of a By-law to raise by the issue of debentures $15,000 to extend and improve the Electric Light Plant.

June. 27 Application by letter for approval of By-law.
June 27. Letter in reply explaining and advising.
July 2. Letter received inquiring *re* procedure of forms.
July 2. Letter in reply advising.
July 10, 1907. Application filed.
July 10, 1907. Order made approving by-law.

PROCEDURE FILE No. 148.

In the Matter of the Hamilton Cataract Power, Light and Traction Company—Transmission Line County of Wentworth.

June 19. Plan, profile and book of reference filed and certified.

PROCEDURE FILE No. 149.

In the Matter of the Application of the Town of Newmarket for the approval of a By-law to raise $2,500 by the issue of debentures to extend and improve the Electric Light Plant of said Town.

June 29. Application filed.
July 3. Order made approving by-law.

PROCEDURE FILE No. 150.

Between the Toronto Railway Company and the Corporation of the City of Toronto. (Assessment Appeal).

July 9. Application filed.
Nov. 27. Interview of Board with City Clerk, Toronto.
Nov. 27. Appointment for hearing on 5th Dec., 11 a.m., granted on application of respondents.
Dec. 5. Hearing adjourned *sine die* at request of Counsel.

PROCEDURE FILE No. 151.

In the Matter of the Application of the Kingston, Porthsmouth, and Cataraqui Electric Railway Company for the approval of the "Jenkins" and "Providence" fenders for use on its Railway.

July 9. Application filed.
July 9. Order made granting application.

PROCEDURE FILE No. 152.

In the Matter of the Application of the Corporation of the City of Ottawa for an order for the annexation of a part of the Township of Nepean to the said City.

July 6. Application filed.
July 9. Application and material considered and approved.
July 9. Order made approving and granting application.

PROCEDURE FILE No. 153.

In the Matter of the Application of the City of Hamilton for the approval of By-law No. 686, to raise by issue of debentures the sum of $6,500 to extend and improve the waterworks system.

July 11. Application filed.
July 11. Order made approving by-law.

PROCEDURE FILE No. 154.

In the Matter of the Application of the City of Ottawa for the approval of a By-law to raise by issue of debentures the sum of $60,000 to extend and improve the waterworks system.

July 12. Application filed.
July 12. Order made approving By-law.

PROCEDURE FILE No. 155.

In the Matter of the Application of the South-Western Traction Company for the approval of Fender-Pilots.

July 27. Application filed.
Sept. 5. Correspondence completed, application considered, and order made granting application.

PROCEDURE FILE No. 156.

In the Matter of the Mount McKay and Kakabeka Falls Railway Company's Line in Fort William.

July 29. Plans filed and certified.

PROCEDURE FILE No. 157.

Land Plans and Book of Reference of the Hamilton Cataract Power, Light and Traction Company, Limited, Transmission Line County of Lincoln.

July 29. Two plans and book of reference filed and certified.

PROCEDURE FILE No. 158.

In the Matter of the Application of the Sarnia Street Ry. Co., Ltd., for approval of Henry Wright Mills as an Examiner of Motormen.

Aug. 1. Application and material filed.
Aug. 2. Order made granting application.

PROCEDURE FILE No. 159.

In the Matter of the Application of the City of St. Thomas for approval of By-law No. 1,685, for $7,000 Debentures for the extension of Gas and Electric Light Works.

Aug. 2. Application filed.
Aug. 2. Material and allegations considered and order made granting application.

PROCEDURE FILE No. 160.

Between the Burlington Beach Commission, Applicants, and the Hamilton Radial Electric Railway Company, Respondents.

Aug. 14. Application filed.
Sept. 11. Appointment for hearing. Reply directed.
Sept. 12. Reply filed.
Sept. 14. Record filed and certified.
Sept. 18. Notice received from applicants' solicitor that case settled.

PROCEDURE FILE No. 161.

In the Matter of the Application of the Town of Paris for approval of By-law No. 515 ($4,000), for extension of Electric Light and Waterworks system.

Aug. 15. Application filed, letter to applicants for further material, etc.
Aug. 19. Further material filed, order made granting application.

PROCEDURE FILE No. 162.

Between the Corporation of the City of Hamilton, Applicants, and the Hamilton Street Railway Company, Respondents. (Herkimer Street.)

Aug. 20. Notice of application filed.
Sept. 7. Appointment for hearing.
Sept. 9. Reply filed.
Sept. 11. Hearing at Court House, Hamilton, at 11 a.m. Judgment reserved.
Sept. 13. Judgment delivered granting application *re* devil strip, but refusing same *re* cost of road material.
Nov. 6. Appointment to settle order, Friday, Nov. 8, 11 A.M., as requested by counsel.
Nov. 8. Order settled and completed.

PROCEDURE FILE No. 163.

In the Matter of the Application of the Town of Welland for approval of Debenture By-law No. 264 ($15,000) for extension of the waterworks system.

Aug. 24. Application filed and considered.
Sept. 4. Application approved, subject to material filed being corrected.
Sept. 17. Corrected material filed and order completed approving By-law.

PROCEDURE FILE No. 164.

(See P. F. 176.)

In the Matter of the Application of the Town of Massey for approval of Debenture By-law No. 60 ($10,000) for Waterworks extension.

Aug. 27. Application filed and considered.
Aug. 27. Order made granting application.

PROCEDURE FILE No. 165 and 166.

In the Matter of the Application of the Town of Palmerston for approval of two By-laws, Nos. 334 and 335, increasing the rate of interest on certain debentures from 4½ to 5 per cent.

Aug. 28. Applications (2) filed.

In the Matter of the Applications of the City of Niagara Falls for approval granted.

PROCEDURE FILE No. 167.

In the Matter of the Applications of the City of Niagara Falls for approval of Debenture By-law No. 264. ($11,940.00) for extension of waterworks system.

Aug. 29. Application filed.

Sept. 4. Order made granting application for approval of By-law.

PROCEDURE FILE No. 168.

In the Matter of the Application of the Town of Sudbury for approval of Debenture By-law ($10,0000) for extension of electric Light and Waterworks system.

Aug. 30. Application filed.

Sept. 4. Application considered and letter to applicant's solicitors for further proofs.

Oct. 1. Further proofs filed and order completed granting application.

PROCEDURE FILE No. 169.

In the matter of the Application of the Town of Massey for approval of By-law (No. 59) increasing rate of interest on certain debentures.

Aug. 27. Application filed.

Sept. 4. Application considered and returned with instructions for repeal of By-law and passing of new one.

Oct. 3. New By-law and further material filed and considered, and application granted.

Oct. 22. Order completed and issued.

PROCEDURE FILE No. 170.

In the Matter of the Application of the City of Peterborough for approval of By-law (No. 1,335) increasing the rate of interest on certain debentures.

Sept. 7. Application filed.

Sept. 9. Application considered, letter to applicants for further material.

Sept. 12. Further material filed, order made approving By-law.

Procedure File No. 171.

In the Matter of the Application of the Town of Renfrew for approval of By-law increasing (from 4½ to 5 per cent.) interest on certain debentures.

Sept. 9. Preliminary correspondence to date.
Sept. 12. Application withdrawn for the present.

Procedure File No. 172.

In the Matter of the Application of the Town of Owen Sound for approval of By-law No. 1,259, increasing the rate of interest on certain Debentures.

Sept. 9. Preliminary correspondence to date.
Sept. 12. Application and material filed and considered, application approved, affidavit to be filed.
Sept. 23. Affidavit of Town Treasurer filed, order completed.

Procedure File No. 173.

In the Matter of the Deviation of County Boundary Line, between Counties of Grey and Bruce, Townships Normanby and Bentinck in Grey and Townships of Carrick and Brant in Bruce.

Sept. 10. Preliminary correspondence to date
Nov. 8. Application filed.
Jan. 3. 1908. Applicants apply for appointment for argument of question of Board's jurisdiction and ask that Monday afternoon,, 20th Jan. '08 be appointed.
Jan. 3. '08. Appointment for Jan. 20, '08 at 2.30 P.M. at Board's offices to hear argument *re* jurisdiction.
Jan. 20. Hearing of argument *re* jurisdiction of Board (whole Board present). A. G. MacKay, K.C. for Applicants, D. Robertson for Respondents, and P.A. Malcomson for County of Bruce. Board of its own motion makes order, adding as parties respondent-villages of Hanover and Neustedt and Counties of Grey and Bruce, and directs service of application and of this order on added parties and also ten days' notice of hearing when appointment issued for hearing.

Procedure File No. 174.

(See P. F. 177).

In the Matter of the Application of the Town of Berlin for approval of By-law No. 926, increasing rate of interest on certain debentures.

Sept. 10. Preliminary correspondence.
Oct. 8. Application filed, considered, and By-law approved by order.

PROCEDURE FILE NO. 175.

Between the Coniagas Mines Limited, Appellants, and the Town of Cobalt, Respondents.

Appeal from Income Assessment $100.000.00.

Sept. 18. Notice of application filed.

Oct. 8. Appointment for hearing on 22nd inst. 11 A.M.

Oct. 22. Hearing, Judgment reserved.

Oct. 25. Judgment delivered, dismissing appeal.

Oct. 30. Copy judgment and certified copy of Chairman's notes *re* admissions for H. H. Collier, K.C., and formal order accordingly.

Oct. 30. Notice of appeal to Court of Appeal filed by Applicants. This appeal was afterwards dismissed by the Court of Appeal.

PROCEDURE FILE NO. 176.

Between R. J. Byers, Esq. and the Town of Massey. Application to have rescinded the order made in P. F. 164.

Sept. 20. Application filed.

Oct. 1. Application withdrawn.

PROCEDURE FILE NO. 177.

In the Matter of the Application of the Town of Berlin for approval of By-law No. 924 to increase the rate of interest (4½ to 5 per cent.) on $83,200.00 Street Railway purchase debentures.

Sept. 27. Preliminary correspondence, draft By-law revised and returned to applicants.

Oct. 8. Application and material filed and considered, and order made approving By-law.

PROCEDURE FILE NO. 178.

In the Matter of the Application by the South-Western Traction Company to open for Traffic its St. Thomas to Pt. Stanley Section.

Oct. 1. Preliminary correspondence.

Oct. 2. Notice to Company to comply with ss. 2 of sec. 163 of Ontario Railway Act, 1906.

Nov. 20. Affidavit of completion filed.

Nov. 20. Telephoned directions to Engineer (Jas. C. Royce) to inspect said section.

Dec. 9. Engineer's Report on Inspection received and copy dispatched to Company.

PROCEDURE FILE NO. 179.

Between the Buffalo Mines, Limited, Appellants and the Town of Cobalt, Respondents.

Income Assessment Appeal.

Oct. 1. Application filed.

Oct. 2. Supplementary notices (2) of appeal filed (Town of Cobalt being made respondents therein).
Oct. 22. Hearing, judgment reserved.
Oct. 25. Judgment delivered, dismissing appeal.
Oct. 25. Formal order accordingly.

PROCEDURE FILE No. 180.

Amherstburg v. Sandwich, Windsor and Amherstburg Railway Company, Alleged non-performance by Railway Co. of Agreement, &c., &c.,

Oct. 2. Application filed.
Nov. 8. Reply filed.

PROCEDURE FILE No. 181.

In the Matter of the Application of the Town of Deseronto to have amended its By-law guaranteeing re-payment of loan of $10,000, by the Deseronto Furniture Company, Limited.

Oct. 3. Application and By-law filed and considered.
Oct. 3. Application refused, Board having no jurisdiction herein.

PROCEDURE FILE No. 182.

Between the City of Hamilton and the Hamilton Radial Electric Railway Company. Opposing proposed additional route in Hamilton of the Ry. Co.

Oct. 7. Application filed.

PROCEDURE FILE No. 183.

In the Matter of the Application of the Town of Berlin for approval of By-law No. 927 increasing the rate of interest on certain debentures.

Oct. 8. Application and material filed and considered and By-law approved by Order.

PROCEDURE FILE No. 184.

In the Matter of the Application of the Town of Berlin for approval of By-law No. 928, increasing the rate of interest on certain debentures.

Oct. 8. Application and material filed and considered and order made approving By-law.

PROCEDURE FILE No. 185.

In the Matter of the Application of the Town of Berlin for approval of By-law No. 929, increasing the rate of interest on certain debentures.

Oct. 8. Application and material filed and considered and order made approving By-law

PROCEDURE FILE No. 186.

In the Matter of the Application of the Town of Berlin for approval of By-law No. 930, increasing the rate of interest on certain debentures.

Oct. 8. Application and material filed and considered and order made approving By-law.

PROCEDURE FILE No. 187.

In the Matter of the Application of The Windsor and Tecumseh Electric Railway Company, Lessor, and The Sandwich, Windsor and Amherstburg Railway Company, Lessee, for approval under Section 58 of Ont. Ry. Act., 1906. of Lease, dated 3rd Sept., '07.

Oct. 9. Application and material filed.
Oct. 9. Application and material considered.
Oct. 9. Resolution passed approving lease.

PROCEDURE FILE No. 188.

Oct. 12. 10. A.M. Discharge of Mortgage, the International Trust Company (Mortgagees) to The Windsor and Tecumseh Electric Railway Company (Mortgagors) deposited under ss. 4 of Sec. 44 of Ont. Ry. Act., 1906, and certificate of deposit endorsed on copy produced.

PROCEDURE FILE No. 189.

Oct. 12. 10 A.M. Trust Mortgage. The Windsor and Tecumseh Electric Railway company (Mortgagor) to National Trust Company (Mortgagee). Securing $300.000 of 20 year 5 per cent. gold bonds. Deposited under ss. 4 sec. 44, Ontario Railway Act, 1906., and two extra duplicate originals certified.

PROCEDURE FILE No. 190.

In the Matter of the Application of the City of Ottawa to have lands in Township of Nepean lately annexed to Ottawa (P. F. 152) declared part of Dalhousie Ward.

Oct. 22. Application filed, considered and approved.
Oct. 24. Order completed.

PROCEDURE FILE No. 191.

Re Niagara Peninsular Railway Company's Plan and Book of reference of Line from Port Colborne through Townships Humberstone and Wainfleet, County of Welland.

Oct. 22. Plan and book of reference filed, examined and certified.

PROCEDURE FILE No. 192.

In the Matter of the Application of the Town of Wingham for approval of By-law No. 569 to raise by issue of debentures the sum of $1,800 to extend the Waterworks system of said Town.

Oct. 24. Preliminary correspondence to date.
Nov. 25. Application and material filed and considered and application granted.
Nov. 25. Order made approving By-law.

PROCEDURE FILE No. 193.

In the Matter of the Application of the City of Guelph for approval of By-law No. 627, increasing the rate of interest on certain debentures.

Oct. 24. Application filed, Applicant's Counsel Mr. Guthrie, K.C., heard thereon and application approved.
Oct. 24. Order completed.

PROCEDURE FILE No. 194.

In the Matter of the Application of the City of Guelph for approval of By-law No. 628, increasing the rate of interest on certain debentures.

Oct. 24. Application filed, Applicant's Counsel, Mr. Guthrie, K.C., heard thereon and application approved.
Oct. 24. Order completed.

PROCEDURE FILE No. 195.

Between the Town of East Toronto and the Toronto Railway Company, *re* Queen Street service to Munro Park.

Oct. 25. Correspondence to date with Applicants and appointment for hearing Applicant's Deputation on 29th inst. 11 A.M.
Oct. 29. Deputation heard and petition filed. Formal application by the Municipal Corporation directed.

PROCEDURE FILE No. 196.

In the Matter of the Application of the Village of Streetsville, for the approval of By-law No. 431, increasing the rate of interest on debentures.

Oct. 29. Application filed and heard by Board.
Oct. 29. Order made approving By-law.

PROCEDURE FILE No. 197.

In the Matter of the Application of the Town of Parry Sound for the approval of a By-law authorizing the issue of Debentures for raising the sum of $18,700 to extend the Electric Light and Waterworks system.

Nov. 7. Preliminary correspondence to date.
Nov. 16. Appointment for hearing Tuesday, Nov. 19, '07 as requested.
Nov. 19. Telegram from Applicants postponing hearing.

Nov. 26. Appointment for hearing application Friday 29th inst. as requested this A.M.
Nov. 29. Hearing, application opposed, hearing adjourned. Applicants to file further material.

Procedure File No. 198.

In the Matter of the Application of the Hamilton Street Railway Company, for the sanction of its By-law amending the rules and regulating travel on its cars.

Nov. 9. By-law filed, examined and sanctioned.
Nov. 9. Order made accordingly.

Procedure File No. 199.

In the Matter of the Application of the Hamilton Radial Electric Railway Company for the sanction of its By-law amending the rules regulating travel on its cars.

Nov. 9. By-law filed, examined and sanctioned.
Nov. 9. Order made accordingly.

Procedure File No. 200.

In the Matter of the Application of the Hamilton and Dundas Electric Railway Company for the sanction of its By-law amending the rules regulating travel on its cars.

Nov. 9. By-law filed, examined and sanctioned.
Nov. 9. Order made accordingly.

Procedure File No. 201.

Re Arnprior Debenture Interest Increase By-laws.

Nov. 11. Preliminary correspondence to date.

Procedure File No. 202.

In the Matter of the Application of the Town of Mount Forest for approval of its By-law No. 547, increasing the rate of interest on debentures.

Nov. 14. Preliminary correspondence to date.
Nov. 16. Application and material filed and considered.
Nov. 16. Board directs another By-law to be drafted.
Nov. 27. New By-law received. On examination proves identical with first one submitted and is to-day returned accordingly
Dec. 29. Material completed and order made approving By-law.

Procedure File No. 203.

In the Matter of the Application of the Town of Collingwood for approval of By-law No. 900, to raise by way of debentures $3,800 to extend and improve the Waterworks system.

Nov. 15. Application filed and considered.
Nov. 15. Notice to Applicants to file further material.
Dec. 3. Further material filed.
Dec. 3. Order made approving By-law.

Procedure File No. 204.

Between the Township of Sandwich East, Applicants, and the Windsor and Tecumseh Electric Railway Company, Respondents.

(For enforcement of stipulations in Agreement between parties).

Nov. 18. Application filed.
Dec. 11.—Reply filed.
Dec. 16. Appointment for hearing Dec. 20, 10 A.M., City Hall, Windsor.
Dec. 20. Hearing at Windsor, Judgment reserved. Counsel will file consent *re* points agreed upon and argument as to points still contested.
Dec. 23. Sheriff's and crier's accounts received, certified and returned to Sheriff.
Dec. 27. Applicants' Counsel's written argument filed.
Dec. 30. Respondents' Counsel's written argument filed.
Jan. 8, '08. Judgment delivered and order issued, 1 duplicate or triplicate original dispatched by registered mail prepaid to Counsel for Applicants, and also to Counsel for Respondents.

Procedure File No. 205.

Between the City of Toronto, Applicants, and the Toronto Railway Company, Respondents. (Open cars, and heating).

Nov. 5. Application filed.

Procedure Files Nos. 206, 207 and 208.

In the Matter of the Application of the Ottawa Electric Railway Company for approval of J. E. Hutcheson, Robt. Ingram and George W. Lang, as Examiners of Motormen.

Nov. 21. Preliminary correspondence to date.
Nov. 26. Affidavit filed proving qualifications of appointees.
Nov. 26. Orders made accordingly.

PROCEDURE FILE No. 209.

In the Matter of the Application of the Town of Perth for an Order approving of By-law No. 1,024, increasing the rate of interest on certain debentures.

Nov. 22. Application filed and considered.
Nov. 22. Material returned to applicants for completion.
Nov. 27. Completed material filed and order made approving By-law.

PROCEDURE FILE No. 210.

In the Matter of the Annexation to Township of Howard of lands in Ridgetown, the property of Wm. Brien and D. G. McLean.

Nov. 22. Letter to His Honor, the Lieutenant-Governor, from J. S. Mitton, a ratepayer of the Town of Ridgetown, objecting to proposed annexation, transferred by Provincial Secretary to this Board.
Nov. 22. Letter to Provincial Secretary in reply and to J. S. Mitton.

PROCEDURE FILE No. 211.

In the Matter of the Application of the Town of Bracebridge for approval of 3 Debenture Interest Increase By-laws.

Nov. 23. Preliminary correspondence.
Dec. 17. Application filed, with material, except amending By-laws, letter for same.

PROCEDURE FILE No. 212.

Between the Rossin House Hotel Company, Limited, Appellants, and The Corporation of the City of Toronto, Respondents. (Assessment appeal).

Nov. 27. Notice of Appeal filed by City Clerk of Toronto.
Nov. 27. Appointment for hearing Dec. 5th, '07, at 11 a.m., at City Hall, Toronto, granted on application of City Clerk of Toronto.
Dec. 5. Hearing. Judgment reserved.
Dec. 9. Judgment handed out, dismissing appeal.
Dec. 11. Formal order completed.

PROCEDURE FILE No. 213.

Re Extension of City of Toronto (by proposed annexation of Earlscourt, Dovercourt, Wychwood and other portions of York Township).

Nov. 28. Preliminary correspondence to date.
Dec. 12. Certified copy of Resolution of Toronto City Council filed.

PROCEDURE FILE No. 214.

In the Matter of the Application of the City of Brantford for approval of By-law No. 936, to provide for the issue of $65,000 debentures to pay for extensions of the Waterworks System.

Nov. 29. Application filed and appointment issued for hearing.
Dec. 3. Hearing, material filed and By-law approved.
Dec. 3. Order accordingly.

PROCEDURE FILE No. 215.

In the Matter of the Annexation to the City of Brantford of part of the Township of Brantford.

Nov. 29. Application filed, appointment granted for hearing.
Dec. 3. Hearing, material filed and considered, hearing adjourned *sine die*, so that all parties may be heard.
Dec. 10. Appointment for hearing (13th inst.).
Dec. 13. Hearing, application granted.
Dec. 16. Judgment delivered and formal order completed.

PROCEDURE FILE No. 216.

In the Matter of the Application of the City of Ottawa for an order for the annexation of the Village of Ottawa East to the said City.

Dec. 4. Application filed.
Dec. 10. Application and material considered and application approved.
Dec. 10. Order made accordingly.

PROCEDURE FILE No. 217.

In the Matter of the Application of the City of Ottawa for an order for the annexation of the Village of Hintonburg to the said City.

Dec. 6. Application filed.
Dec. 10. Application and material considered and approved.
Dec. 10. Order accordingly.

PROCEDURE FILE No. 218.

In the Matter of the Application of the Town of Whitby for approval of a By-law for the issue of debentures to extend the Waterworks and Electric Light System of said Town.

Dec. 6. Preliminary correspondence.

PROCEDURE FILES Nos. 219, 220, 221, 222 AND 222*a*.

In the Matter of the Application of the Town of Smith's Falls for approval of Debenture Interest Increase By-laws Nos. 768 (P.F. 219), 769 (P.F. 220), 770 (P.F. 221), 771 (P.F. 222), 772 (P.F. 222*a*).

Dec. 9. Preliminary correspondence.

Dec. 30. Application and material filed and considered, notice to applicants to file certified copies of amended and amending By-laws.
Jan. 2, '08. Certified copies filed.
Jan. 2. Orders (5) made approving By-laws (5) to increase Debenture interest rate.

PROCEDURE FILE No. 223.

In the Matter of the Application of the City of Ottawa for the Annexation of an additional portion of the Township of Nepean.

Dec. 10. Application and material filed and considered.
Dec. 10. Application approved and order made accordingly.

PROCEDURE FILES NOS. 224, 225 AND 226.

In the Matter of the Application of the Town of Mount Forest for approval of Debenture Interest Increase By-laws Nos. 548 (P.F. 224), 549 (P.F. 225) and 550 (P.F. 226).

Dec. 11. Preliminary correspondence.
Dec. 19. Material completed and orders (3) made approving above By-laws.

PROCEDURE FILE No. 227.

In the Matter of the Application of Quin Brothers for the approval of "The Quin Automatic Emergency Air-brake System and Fender."

Dec. 11. After preliminary correspondence and tests this fender is this day approved for use on Ontario Railways. Order made accordingly.

PROCEDURE FILE No. 228.

In the Matter of the Application of the City of Peterborough for approval of its By-law No. 1,352, increasing the rate of interest on certain debentures.

Dec. 12. Application and material filed.
Dec. 16. Application and material considered and application granted.
Dec. 16. Formal order completed accordingly.

PROCEDURE FILE No. 229.

In the Matter of the Application of the City of Peterborough for approval of its By-law No. 1,353, increasing the rate of interest on certain debentures.

Dec. 12. Application and material filed.
Dec. 16. Application and material considered, application granted.
Dec. 16. Formal order completed accordingly.

PROCEDURE FILE No. 230.

In the Matter of the Application of the Town of Brockville for the approval of its By-laws Nos. B599 and B613, respecting Gourley and Kincaid Streets and the James Smart Manufacturing Company, Brockville, Limited.

Dec. 14. Application and material filed and considered. Applicants heard.
Dec. 14. Order made approving By-law.

PROCEDURE FILE No. 231.

In the Matter of the Application of the Port Arthur Electric Railway for approval of its Rules, Tariffs, etc.

Dec. 16. Application and material filed and approved.

PROCEDURE FILE No. 232.

In the Matter of the Application of the Port Arthur Electric Railway, for the approval of Thos. H. McCauley as an Examiner of Motormen.

Dec. 16. Application filed, letter to Railway to file affidavits of fitness.

PROCEDURE FILE No. 233.

In the Matter of the Application of the Town of Berlin for approval of By-law No. 937, to raise the sum of $6,000 to extend the Waterworks System.

Dec. 17. Application and material filed and considered, By-law approved.

Dec. 17. Order made accordingly.

PROCEDURE FILE No. 234.

Between the Town of East Toronto and the Toronto and York Radial Railway Company.

Dec. 17. Notice of Application filed.

PROCEDURE FILE No. 235.

In the Matter of the Application of the Galt, Preston & Hespeler Street Railway Company for approval of an Examiner of Motormen.

Dec. 17. Preliminary correspondence.

PROCEDURE FILE No. 236.

Re Bentley's Rear End Signal.

Dec. 18. Correspondence and interviews to date.

Dec. 18. Interview to-day, Board will endeavor to have device affixed to four cars of Toronto Railway Company, after 1st January, 1908, for testing purposes.

Jan. 6, '08. Letter to Toronto Ry. Co., to equip four cars with this device.

Jan. 6. Letter to John A. Ferguson, Esq., Solicitor for Bentley, advising of letter to Toronto Ry. Co.

PROCEDURE FILE No. 237.

Re J. H. K. McCollum's Automatic Electric Car Brake.

Dec. 17. Corespondence to date.

Dec. 18. Interview with Inventor, Board will endeavor to have Brake put on car of Toronto Ry. Co. for test purposes after Jan. 1, 1908.

Jan. 6, '08. Letter to Toronto Ry. Co. to equip 4 cars with this device.
Jan. 6. Letter to Geo. H. Gooderham, advising of letter to Toronto Ry. C.

PROCEDURE FILE No. 238.

In the Matter of the Proposed Act to amend the Toll Roads Expropriation Act.

Dec. 14. Interviews and correspondence to date.
Dec. 14. Order-in-Council received directing the Board to make enquiry as to above proposed Act. (Enquiries now being carried on).

PROCEDURE FILE No. 239.

In the Matter of the Application of the Village of Tilbury for approval of Electric Light Extension Debenture By-law.

Dec. 19. Preliminary correspondence.

PROCEDURE FILE No. 240.

In the Matter of the Application of the Village of Port Elgin for approval of By-law No. 526, increasing the rate of interest on certain debentures.

Dec. 19. Preliminary correspondence.
Jan. 11, '08. Application and material filed, letter for further affidavits.
Jan. 15. Affidavits received and order made approving By-law.

PROCEDURE FILE No. 241.

In the Matter of the Application of the Hamilton, Grimsby and Beamsville Electric Railway Company for approval of its By-law regulating travel on its cars.

Dec. 21. By-law filed for approval. Letter for certified duplicate.
Jan. 25, '08. Certified Dupl. of By-law recd. and order made approving same.

PROCEDURE FILE No. 242.

Between the Corporation of the Town of Toronto Junction, Complainant, and the Toronto Railway Company, Respondent.

Dec. 21. Notice of application filed.
Dec. 27. Applicant's Counsel applies for special leave to serve notice of motion to fix hearing, etc., returnable 30th inst., 10.30 a.m. Special leave granted by Board.
Dec. 30. Motion made to fix hearing, etc. Board directs Respondents to file reply by Jan. 4th, and fixes hearing for Jan. 8th, at 11 a.m., at Board's offices.
Jan. 2, '08. Order issued directing Reply and fixing hearing.
Jan. 6. Reply filed.
Jan. 7. Record filed and certified.
Jan. 8. Hearing, present, Chairman and Vice-Chairman. Geo. S. Abrey, Town Engineer for Applicants, testifies as to reconstruction of roadbed, etc. Board directs interim order that cars run as before stoppage pending adjournment. Hearing adjourned to Tuesday, Jan. 28th, at 11 a.m.

Jan. 9. Draft interim order filed by Applicants. Appointment to settle form of interim order issued for 11th inst., at 11 a.m.
Jan. 9. Applicants issue order for production by Respondents.
Jan. 11. Interim order issued, ordering service in dispute to be operated till hearing and judgment.
Jan. 16. Notice of Appeal against Interim Order by Respondents to Court of Appeal received.
Jan. 17. Order for Production taken out by Respondents.
Jan. 17. Respondents withdraw appeal to Court of Appeal.
Jan. 22. Respondents file their affidavit on production.

PROCEDURE FILE NO. 243.

In the Matter of the Application of the South-Western Traction Company for approval of its By-laws *re* Freight Traffic.

Dec. 23. Application filed and By-laws filed.
Dec. 23. Letter to Applicants to file original or certified copies in duplicate.
Jan. 3, '08. Letter to Applicants to file originals or certified copies in duplicate.
Jan. 17. Received copy By-law and two copies Tariff.

PROCEDURE FILE NO. 244.

In the Matter of the Application of the Town of Owen Sound for approval of By-law No. 1,281, increasing the rate of interest on certain debentures.

Dec. 26. Application filed and examined, letter to Applicants for further material.
Dec. 30. Further material (affidavit John W. Frost) filed, and application approved.
Dec. 30. Order made accordingly.

PROCEDURE FILE NO. 245.

In the Matter of the Application of the Township of Nepean to open up or rescind orders for annexation of parts of Township to Ottawa City. (P.F. 152, 190, 223).

Dec. 23. Appointment to hear motion Monday, Dec. 30. 11 a.m., at Board's offices.
Dec. 26. Application filed.
Dec. 30. Motion to vary or rescind orders of Board for annexation of parts of Nepean to City of Ottawa heard by Board. Board refuses to rescind said orders, consent Interim Order approved by Counsel and completed. Adjournment *sine die* pending conference of municipal officials *re* payment to Nepean of taxes being collected by Ottawa.

Law Stamps, 1906	$134.50
Law Stamps, 1907	703.00
Law Stamps, '06 and '07	$837.50

H. C. SMALL,
Secretary Ontario Railway and Municipal Board.

Statistical Analysis of Accidents Reported to The Ontario Railway and Municipal Board.

Showing number of Persons Killed and Injured January 1st to December 31st, 1907.

Passengers.		Employees.		Travellers on Highway.		Travellers at Crossings.		Trespassers.		Unclassified.		Total.	
Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
7	181	7	38	17	95	.....	.....	1	5	.....	1	32	320

Statement in Detail of Travelling Expenses and Disbursements.

1907.		
January	James Leitch, K.C., Chairman of Board	$10 00
	A. B. Ingram, Vice-Chairman of Board	38 75
	H. N. Kittson, Member of Board	13 20
	H. C. Small, Secretary and Office of Board	27 75
February	James Leitch, K.C., Chairman of Board	5 00
	A. B. Ingram, Vice-Chairman of Board	38 50
	H. N. Kittson, Member of Board	11 00
	H. C. Small, Secretary and Office of Board	17 85
March	James Leitch, K.C., Chairman of Board	5 00
	A. B. Ingram, Vice-Chairman of Board	34 00
	H. N. Kittson, Member of Board	10 25
	H. C. Small, Secretary and Office of Board	14 30
April	James Leitch, K.C., Chairman of Board	7 80
	A. B. Ingram, Vice-Chairman	39 35
	H. N. Kittson, Member of Board	7 00
May	James Leitch, K.C., Chairman of Board	4 75
	A. B. Ingram, Vice-Chairman of Board	33 35
	H. N. Kittson, Member of Board	7 70
June	James Leitch, K.C., Chairman of Board	2 00
	A. B. Ingram, Vice-Chairman of Board	31 60
	H. N. Kittson, Member of Board	9 15
July	James Leitch, K.C., Chairman of Board	25 25
	A. B. Ingram, Vice-Chairman of Board	16 80
	H. N. Kittson, Member of Board	9 98
	H. C. Small, Secretary and Office of Board	7 40
August	James Leitch, K.C., Chairman of Board	14 90
	A. B. Ingram, Vice-Chairman of Board	4 30
September	James Leitch, K.C., Chairman of Board	14 45
	A. B. Ingram, Vice-Chairman of Board	12 90
	H. C. Small, Secretary and Office of Board	11 05
October	James Leitch, K.C., Chairman of Board	113 90
	A. B. Ingram, Vice-Chairman of Board	56 70
	H N. Kittson, Member of Board	46 95
	H. C. Small, Secretary and Office of Board	146 45
November	H. N. Kittson, Member of Board	7 85
December	A. B. Ingram, Vice-Chairman of Board	12 25
	H. N. Kittson, Member of Board	7 90
	H. C. Small, Secretary and Office of Board	46 90
For 1907	W. C. Coo, Court Stenographer of Board	18 80
	Total	$943 03

THE ONTARIO RAILWAY AND MUNICIPAL BOARD.

Monday, the Twenty-eighth day of January, A.D. 1907.

Before James Leitch, Esq., K.C., Chairman; A. B. Ingram, Esq., Vice-Chairman, and H. N. Kittson, Esq., Member.

Between The Corporation of the City of Hamilton, Applicants, and The Hamilton Street Railway Company, Respondents.

Upon the application of the above named applicants, upon hearing the evidence given on behalf of the above named applicants and the respondents, and upon hearing what was alleged by counsel for both parties,

1. The Board orders and directs the respondents to take up and replace all worn or split rails, mentioned and set forth in Wyse & Middlemist's report, and replace the same by new rails.

2. The Board further orders and directs that all loose joints shall be tightened and all low joints in the rails, mentioned in Wyse and Middlemist's report, shall be repaired with a suitable fish plate, which will not depend on the shear of the bolts, but which will act as a girder to support the joint and be made to pass under the foot of the rail on each side and be joggled sufficiently to raise the lowest worn portion of the rail head to grade level or top of the high rail, the whole top to be ground even.

3. The Board further orders and directs that all parts of the track, mentioned in Wyse & Middlemist's report as not being to gauge, shall be made true to gauge, and all curves with angular joints shall be made true arcs and circles, or if transition curves true spirals to the same.

4. The Board further orders and directs that the track work on the bridge over the Grand Trunk Railway on Barton Street shall be repaired and proper vertical curves made.

5. The Board further orders and directs that all the above named track repairs, not already made, shall be made and completed within six months from the first day of April, 1907, unless otherwise ordered.

6. The Board further orders and directs that all car wheels known as flat wheels or wheels which have got out of round shall be forthwith removed and replaced by good and sufficient wheels.

7. The Board further orders and directs that the trucks, motors and brakes of the cars shall be put in a good and sufficient state of repair, and the trucks shall be repainted.

8. The Board further orders and directs that the bodies of the cars, mentioned in Wyse & Middlemist's report, not already repaired in manner herein set forth, shall be properly overhauled, repaired, upholstered where upholstering has formerly been used, repainted and varnished, and the same shall hereafter be kept clean inside and out.

9. The Board further orders and directs that the repairs to the trucks, motors, brakes, and to the bodies of the cars shall be made within three months from the date hereof unless otherwise ordered.

10. The Board further orders and directs that all cars not now heated by electricity shall be provided with good and sufficient electric heaters not later than the 1st day of October, 1907.

11. The Board further orders and directs that the rope side guards on cars, when being repaired, shall be replaced by wooden side strips, one inch by three.

12. The Board further orders and directs that all special work, described in Wyse & Middlemist's report as worn and in need of repair, which has not been replaced since the date of their report, shall be replaced within one year from the date hereof.

13. The Board further orders and directs that all street crossings and all toothings, which are now above the level of the top of the rail shall be made level with the rail top, and all streets where tracks are laid, but crowns of which are low, shall be crowned up and repaired by the city and the company in accordance with the provisions of By-law No. 624 of the City of Hamilton.

14. The Board further orders and directs that all ties cut off by the servants or workmen of the Corporation of the City of Hamilton or by their contractors in laying pipe on that portion of the streets occupied by the company's tracks, shall be replaced by the said corporation, and the tracks raised up where they have sunk from insufficient refilling of the earth, the whole to be made by the corporation as good as it was previous to the disturbance of the company's tracks.

15. The Board further orders and directs that the Corporation of the City of Hamilton shall forthwith pay to Messrs. Wyse & Middlemist the sum of $379.53, being one-half of their account for services, and that the respondents, the Hamilton Street Railway Company, shall forthwith pay to Messrs. Wyse & Middlemist the sum of $379.53, being the other half of their account, and to the Board $40.00 for law stamps for this order, and otherwise the Board makes no order as to costs, and the Board reserves further order and directions herein.

JAMES LEITCH,
Chairman of the Ontario Railway and Municipal Board.

(Seal.)

THE ONTARIO RAILWAY AND MUNICIPAL BOARD.

Friday the Seventeenth day of May, 1907.

Before James Leitch, Esquire, K.C., Chairman; A. B. Ingram, Esquire, Vice-Chairman; H. N. Kittson, Esquire, Member.

Between James McDonald, Applicant, and The Toronto Railway Company, Respondents.

Upon the application of the above named applicant, in the presence of the applicant and respondents, upon hearing the evidence adduced on behalf of the applicant and respondents and upon hearing counsel for the applicant and respondents,

1. The Board orders that the front platforms of all cars used by the respondents in the City of Toronto shall, on or before the first day of November, A.D. 1907, be enclosed to protect the motormen from exposure to wind and weather in the following manner, to wit: by a door to be fastened with a spring lock on the inside so as to be capable of being opened by the motormen to permit of the exit of passengers.

2. The Board reserves further orders and directions.

3. And the Board further orders that the respondents shall pay for the stamps required on this order, and makes no other orders as to costs.

(Sgd.) JAMES LEITCH,
Chairman.

THE ONTARIO RAILWAY AND MUNICIPAL BOARD.

Between James McDonald and the Corporation of the City of Toronto, Applicants, and The Toronto Railway Company, Respondents.

Judgment in Vestibule Case.

This application was made on the 8th December last by James McDonald, the Business Agent of the Toronto Street Railway employees, asking for an order directing the Toronto Railway Company to enclose the front vestibules of their cars, and alleging that, owing to the front vestibules of the cars not being entirely closed, the motormen were suffering from exposure and that their health was seriously endangered. When the matter first came on for trial before the Board on the 9th January last, the city intervened, and the application was taken charge of by Mr. Fullerton and Mr. Johnston, counsel for the city.

Mr. McDonald invokes section 79 of the Ontario Railway Act, 1906, which is as follows: "(1) All cars in use for the transportation of passengers in November, December, January, February, March and April in each year, which, while in motion, require the constant care or service of a motorman upon the platforms of the car or upon one of them, shall have their platforms so enclosed as to protect the motormen from exposure to wind and weather in such manner as the Board shall approve. (3) Every motor car built after the passing of this Act designed for carrying passengers upon a railway operated by electricity shall be so constructed that the motorman, having the control of the motive power, shall be stationed in a compartment into which no person shall be admitted save the officers or employees of the company on duty, and no person other than such officers or employees shall be permitted to occupy any portion of such compartment or vestibule. 80. The Board may by order applicable either generally or in one or more particular cases, alter or modify any of the requirements of sections 76 to 79 hereof.

The company, while expressing themselves as desirous of doing everything within reason for the comfort and convenience of their motormen, say that by reason of the narrow devil strip they are prevented from building the vestibules of their cars of such a breadth as would enable them to freely open and close a door on the front vestibule; and that the position of the brake handle and spindle, which the underconstruction of the car renders impossible to be changed, adds further to the difficulty of opening and closing the door.

The Board asked for a view, and in presence of counsel for both parties made an examination of the cars, and the character of their construction, with the object of ascertaining whether or not the brake spindle could be moved so as to facilitate the opening and closing of a door on the vestibule. The Board arrived at the conclusion that no change in the position of the brake spindle is feasible, taking into account the underconstruction of the car. The vestibules as at present existing are closed in with the exception of a doorway at the right of the motorman.

The Board are satisfied, from the evidence, that this opening in the front vestibules of all cars should be closed by a door in order to properly protect the motorman during the months required by law. This shall be done by the company on or before the first day of November, A. D. 1907. This door can be fastened with a spring lock on the inside and can be opened by the motorman when he stops his car, to permit the exit of passengers. It will be neces-

sary, however, to prevent passengers from entering the car by this front vestibule door. This arrangement will make it necessary for passengers to enter from the rear end of the car and leave the car by the front vestibule door. The Board are of opinion that it will be no hardship upon the travelling public to submit to this discipline. As it is, with passengers leaving by both ends of the car at the same time, people waiting to enter the cars must wait until the passengers have left the car, whereas under the arrangement suggested by the Board, passengers can enter at the rear end of the car while others are leaving the car by the front vestibule door.

The Board are of opinion that this arrangement will save time and facilitate the taking on of passengers. Another advantage of having the passengers enter by the rear door and go out by the front will be, that it will enable the conductor to collect his fares with greater facility; as it is, the Board are satisfied that the company are losing a large number of fares, upon which the city lose their percentage, during the rush hours, by reason of the people crowding in at both doors, and thereby rendering it all the more easy to escape the vigilance of the conductor. The arrangement, suggested by the Board, would to a great extent obviate this. But the prevention of accidents is more important than all this, and the Board are strongly impressed with the fact that a large number of accidents to life and limb are caused by people attempting to enter the cars by the front vestibule door. To prevent accidents the Board recommend that under no circumstances should passengers be permitted to enter the cars by the front door. The people will soon get accustomed to this arrangement and much time will be saved and danger averted.

In dealing with this subject, the Board have observed that a number of men, generally smokers, crowd the rear platform of the cars, making it necessary, in many cases, for women to literally fight their way into the car. This the company should adopt the means to prevent.

Another thing to which the Board desire to draw the attention of the company, in reference to summer cars, is that it is no uncommon thing for some over-sized man to take possession of the outside end of the seat, making it almost impossible for other passengers to pass him. There is no reason why people entering a summer car should not at once occupy the far end of the seat

By virtue of section 150 of the Ontario Railway Act, 1906, the company have the power to make rules and regulations respecting the mode of entrance or exit to the cars and the portion of the car to be occupied by the passengers. Such regulations are subject to the agreement between the company and the city, and if not prevented by the agreement, the Board recommend that the company should make regulations to meet the above mentioned conditions.

The company shall pay for the stamps on this order as for a trial of one day. The Board makes no other order as to costs and reserves further order and direction.

Dated this 17th day of May, 1907.

(Sgd.) James Leitch,
Chairman.

(Sgd.) A. B. Ingram,
Vice-Chairman.

(Sgd.) H. N. Kittson,
Member.

THE ONTARIO RAILWAY AND MUNICIPAL BOARD.

Friday, the Seventeenth day of May, 1907.

Before James Leitch, Esquire, K.C., Chairman; A. B. Ingram, Esquire, Vice-Chairman; H. N. Kittson, Esquire, Member.

Between The Corporation of the City of Toronto, Applicants, and The Toronto Railway Company, Respondents.

Upon the application of the above-named applicants, in the presence of the applicants and respondents, and upon hearing the evidence adduced on behalf of the applicants and respondents, and upon hearing counsel for the applicants and respondents:

The Board Orders.

1. That the respondents shall with reasonable despatch build between ten and fifteen additional miles of single tracks upon such street or streets as may be determined by the parties under the provisions of the agreement and Act relating thereto.

2. And the Board further orders that the respondents shall build one hundred new cars to be finished in time to be distributed and put in operation on the system as soon as sufficient new lines are built.

3. And the Board further orders that further order and directions as to the building of the said lines, and as to the number of the cars required on the said lines shall be built, be and are hereby reserved.

4. And the Board further orders that the stamps required for this order shall be contributed by the parties in equal shares, and makes no other order as to costs.

(Sgd.) James Leitch.
Chairman.

THE ONTARIO RAILWAY AND MUNICIPAL BOARD.

Between The Corporation of the City of Toronto, Applicants, and The Toronto Railway Company, Respondents.

Judgment of the Board in the Overcrowding Case.

The city's application is based upon Section 38 of the contract, which is as follows: 38. "Cars are not to be overcrowded (a comfortable number of passengers for each class of cars to be determined by the City Engineer, and approved by the City Council."

On the 4th of March, 1895, it was determined by the City Engineer, and approved by the City Council, in pursuance of Section 38 of the contract, that the carrying capacity of closed cars be limited to fifty per cent over their seating capacity, allowing a seat space of eighteen inches for each person.

The city ask that the company be ordered to cease allowing the cars to be overcrowded by providing a sufficient number of cars to carry their passengers, and that such order may be made by the Board in reference to the matters in question as to the Board may seem proper for enforcing the provisions of the agreement between the city and the company.

It will be observed that the only remedy suggested by the city, in their complaint, is that a sufficient number of cars to carry the passengers may be provided by the company. The city do not ask that the company be ordered to establish and lay down new lines, and extend the tracks on any of the streets in the city.

The Company in their reply answer:

(*a*) That overcrowding is inevitable in large cities.

(*b*) That the rapid growth of Toronto has caused unusual overcrowding of railway, school and house accommodation, as well as upon the street railway.

(*c*) That the company has been unfairly treated and grossly and maliciously misrepresented.

(*d*) That the company has within the last three years expended large sums of money and has made extraordinary efforts to provide accommodation for the public, and has in operation as many cars as the existing lines will accommodate, having regard to the necessary speed, crossings, stops, etc.

(*e*) That more cars, even if possible, would afford no relief unless passengers were forcibly prevented from entering the cars, which is not asked for by the city.

(*f*) That the only practicable relief is the construction of new lines, which the company is willing to undertake.

(*g*) That, while reserving their rights under the contract, and their objection to the order asked for as involved in litigation and beyond the jurisdiction of the Board, the company is willing to accept the order of the Board for the construction of the new lines hereinafter referred to.

The Company admits that its cars are for short intervals, and at certain times overcrowded, but assert that such overcrowding is the necessary result of the rapid growth of the city in recent years, and that congestion is not alone confined to the street railway system; that the company within the last four years has expended large sums of money, and has placed upon its lines not less than 175 new cars, and at great expense called in the services of the best street traffic experts on the Continent, and has, in other ways, made extraordinary efforts to provide accommodation for the public; that apart from the contract remedy, the only possible relief from overcrowding lies in the construction of other lines to draw traffic from the existing lines, the construction of which the company has been for a long time ready and willing to undertake, but the various proposals to that end have been obstructed and opposed by the city.

The company in their reply offer to construct, as soon as possible, new lines on Wellington Street from Church to York; on Bay Street from Front to Queen; on University Avenue from Queen to College; on the west side of Queen's Park from College to Bloor; on Richmond Street from Victoria to Church; on Victoria Street from Queen to Shuter; on Shuter Street from Church to Yonge; and in connection with the above a new route would be established between the Union Station and the corner of St. Clair Avenue and Avenue Road.

The city did not feel justified in accepting the company's admission that the cars were overcrowded for short intervals at certain times, and adduced a great deal of evidence of overcrowding from actual count, made by witnesses sent to observe and note the number of passengers carried on the cars on different lines, and have filed elaborate statements to show that

there was a great shortage of cars on the system. The city also called a number of experts and other witnesses, to prove that more cars could be operated on existing lines.

The Company went to a great deal of trouble and expense in procuring and giving evidence of the actual number of passengers in each car on the different lines, not only in the rush hours, but also under normal conditions, and have filed statements showing that only three per cent. of the cars were overcrowded, seventy per cent. had less than half of their seating capacity taken up, and twenty-seven per cent. were comfortably filled. The company called employees, engaged in the actual operation of the road, and a number of experts, who swore that more cars on the existing lines would be an aggravation of trouble, instead of a remedy.

Evidence was given by the city that more cars could be put across the intersections at King and Yonge and Queen and Yonge, which are very congested points, by allowing two cars to cross at the same time, instead of one, as practiced by the company; and that time could be saved by stopping for passengers on one side of these and other streets. The Company urged that to put two cars across these intersections at the same time instead of one would be to increase the danger, and would have no practical effect upon the congestion.

The Board, on all this testimony, find as a fact that the cars were and are overcrowded; that the company has been making an effort to relieve the overcrowding by putting on existing lines more cars to accommodate the public. It appears that in January, 1905, the company had 402 cars, of which 226 were scheduled, and in 1907 they had 460 cars of which 344 were scheduled; that in 1905 thirteen per cent. of their cars, from being disabled or from one cause or another, were out of commission, and in 1907 only four per cent. of their cars were out of service. Notwithstanding this improvement in the service, the company do not recede from the position they assumed at the outset, that an extension of their lines was and is the only adequate remedy, without which more cars cannot be safely and profitably operated. The company assert that they were prevented by the city from making extensions. The Board are of opinion that the further congestion, that would result from putting more cars on some of the existing lines, would endanger the pedestrian and vehicular traffic, which must be considered.

The congested portion of the city occupies a comparatively limited area, approximately between Simcoe and Sherbourne Streets, extending from the water front to north of Queen. The passenger steamboats and the ferries embark and disembark an enormous number of passengers on the water front. Three great transcontinental railroads will entrain and untrain their passengers in the vicinity of the foot of Bay Street. A large number of factories, a great many warehouses, all the theatres, all the departmental stores, with their teeming population, are situated in the above area. Besides, a unique condition exists in Toronto of an enormous number of people being attracted to the city by an exhibition, not equalled on the Continent, which is a permanent feature of the city. This enormous crowd has to be taken care of and carried by the street railway to and from the congested district to the exhibition grounds.

Another fact must be kept in view in dealing with this question of congested traffic. It is a matter of common knowledge that this city in the last ten years has increased its population on an average of 10,000 a year. In all human probability, in the next ten years it will increase at the rate of 15,000 a year, so that in ten years hence, the City of Toronto will have approximately a population of 450,000. In view of the situation as it exists, and

of the probability, which is almost a certainty, of the extraordinary increase in population of this city in the next ten years, it would be a mistake on the part of this Board to attempt by its order to remedy the difficulty complained of, by ordering additional cars to be operated upon the existing lines. The only adequate remedy is more cars and more lines.

The Board is impressed with the evidence of Mr. Rust, the City Engineer, who has a very enlightened appreciation of the requirements of this great and growing city. His evidence is, and it is not contradicted, that an addition of one hundred new cars, and of from ten to fifteen per cent. to the existing lines, which would amount approximately to ten or fifteen miles of double track, is necessary to meet the difficulty complained of.

The city and the company are co-partners in the enterprise of giving rapid transit to the people. The city contributes the right of way through the streets, and the company provides the capital, plant and labor. Both profit by the business and both owe a duty to the public in return for what the people pay. There is every reason why the partners should agree rather than be at cross purposes. Their co-operation is necessary in the construction of new lines. For that reason the Board has fixed no hard and fast time for the commencement and completion of the work. In case of difficulty the Board reserves the right to either party to make further application, and also reserves further direction and order.

The city have not asked the Board to determine the streets to be used for the new additional tracks. There is no reason apparent to the Board why this should not be done by the city and the company within the next few days.

The Board, therefore, order and direct the company to build, with reasonable despatch, between ten and fifteen additional miles of double track, and one hundred new cars, the cars to be finished in time to be distributed and put in operation on the system, as soon as the new lines are built.

The formal order can be drafted by the applicants and submitted to the respondents, and if they fail to agree, it can be settled by the Secretary. The trial will be treated by the Secretary as having occupied twelve days, and the stamps to be affixed to the order will be contributed by the parties in equal shares, otherwise the Board makes no order as to costs.

Dated this 17th day of May, A.D. 1907.

(Sgd.) James Leitch,
Chairman.

(Sgd.) A. B. Ingram,
Vice-Chairman.

(Sgd.) H. N. Kittson,
Member.

THE ONTARIO RAILWAY AND MUNICIPAL BOARD.

Between The Corporation of the City of Toronto, Applicants, and The Toronto Railway Company, Respondents.

Judgment in Snow Case.

The applicants allege by virtue of paragraphs Nos. 21 and 22 of the conditions attached to the agreement between the City of Toronto and George

W. Kiely, and others, dated the first day of September, 1891, as interpreted by section 25 of 55 Vic. Cap. 99, that the respondents shall not deposit snow, ice or other material upon the sides of the streets upon which the respondents' railway tracks are laid, without having first obtained the permission of the City Engineer, or the person acting as such, and that in violation of such agreement and legislation, and without having obtained the permission of the City Engineer, the respondents have deposited during the past winter snow, ice, and other material upon the sides of the streets of Toronto upon which the street railway tracks are laid. The applicants ask that the Toronto Railway Company may be ordered to desist from throwing snow, ice, and other material upon the said streets without the permission of the City Engineer first had and obtained.

Paragraphs 21 and 22 of the conditions of Section 25 of the Act read as follows: "21. The track allowances (as hereinafter specified, whether for a single or double line, shall be kept free from snow and ice at the expense of the purchaser, so that the cars may be used continuously; but the purchaser shall not sprinkle salt or other material on said track allowances for the purpose of melting snow or ice thereon without the written permission of the City Engineer, and such permission shall in no case be given on lines where horse power is used.

"22. If the fall of snow is less than six inches at any one time, the purchaser must remove the same from the tracks and spaces hereinafter defined, and shall, if the City Engineer, so directs, evenly spread the snow on the adjoining portions of the roadway; but should the quantity of snow or ice, etc., at any time exceed six inches in depth, the whole space occupied as track allowances (viz.: for double tracks, sixteen feet six inches, and for single tracks, eight feet three inches), shall, if the City Engineer so directs, be at once cleared of snow and ice, and the said material removed and deposited at such point or points on or off the street, as may be ordered by the City Engineer.

"25. And whereas doubts have arisen as to the construction and effect of sections 21 and 22 of the said conditions, it is hereby declared and enacted that the said company shall not deposit snow, ice, or other material upon the street, square, highway, or other public place in the City of Toronto without having first obtained the permission of the City Engineer of the said city or the person acting as such.

It is admitted that the deposit of snow and ice complained of, was made during the winter of 1906-1907 upon the sides of the streets upon which the company's tracks are laid by means of an electric sweeper; that the fall of snow at any one time was less than six inches; and that the sweeper was used by the company without the permission of the city engineer. The respondents, the company, contend that the brushing of the snow by the sweeper, from their tracks to the sides of the streets upon which the tracks are laid, is not depositing snow on such streets, within the meaning of clauses 21 and 22 of the agreement, as interpreted by section 25 of 55 Vic. Cap. 99. Mr. Fullerton in his argument urged that the company was debarred by section 25 from removing the snow from their tracks and depositing it, even temporarily, on the sides of the streets, on which the tracks are laid, without having first obtained the permission of the City Engineer, or the person acting as such. If Mr. Fullerton is right in his argument then a sweeper could not be used, for the reason that its operation involves, putting the snow on the sides of the roadway adjoining the tracks. That is what it means if the city's contention prevails. In operating a street railway in a climate so variable, where storms are sudden and sometimes severe, the Board consider

it unreasonable to insist upon the company first getting the permission of the City Engineer or anyone else, before using their appliances for fighting snow.

Condition 22 provides that if the fall of snow is less than six inches at any one time, the company must remove the same from the tracks and spaces, and if the City Engineer directs, evenly spread the snow upon the adjacent portion of the roadway. There is nothing said as to the implements or devices that may be used to keep the tracks free from snow and ice, so that the cars may be used continuously. The only prohibition is that the company shall not sprinkle salt or other material on the track allowances for the purpose of melting the snow or ice thereon without the written permission of the City Engineer. Irrespective of any question of direction, no matter whether the Engineer so directs or not, the company are bound to keep the tracks free of snow and ice so that the cars can be used continuously.

The object of first importance, which the city had in view, when making the agreement, was to secure a continuous car service. The removal of the snow from the tracks and spaces between the tracks was to obtain that object. The matter of greatest moment was to secure the operation of the cars without interruption, no matter how heavy the fall of snow might be. The wisdom of this is obvious. The greater the fall of snow, the more severe the storm, the more necessary street car transit becomes to the public. The cars being run by electricity, the rails must be kept clear of snow, otherwise operation is impossible. A continuous car service during snowfalls can only be obtained by the use of the electric sweeper, it being the only practicable means of clearing the tracks.

There is no stipulation as to what implement is to be used in clearing the tracks of snow and ice. When the agreement was made, both the snowplow and the sweeper had been in use, operated, it is true, by horse power, the same as the cars were at that time. The change of motive power was in contemplation when the agreement was entered into. That change has since been made, and electricity has been substituted for horse power. This change has made the electric sweeper a greater necessity than before for the removal, in the first instance, of snow from the rails, in order to secure the operation of the cars. Even in the case of a comparatively light fall, the snow getting between the wheels and the rails acts a non-conductor, and creates a short circuit, which may burn out the motors, and in any case interferes with the operation of the car.

In the absence of any prohibition against the use of the electric sweeper, and in view of the local conditions and surrounding circumstances given in evidence, and of the necessity of combatting a snow storm promptly, and from start to finish, if the cars are to be run continuously, the Board are of the opinion, that the company can use such a sweeper to remove the snow from the tracks. Taking into account the documentary evidence and the surrounding circumstances proven, the Board are of opinion that sweeping the snow from the tracks to the side of the roadway, upon which the tracks are laid, is not depositing snow on such streets, within the meaning of the 21st and 22nd conditions of the agreement, as interpreted by section 25 of the Statute.

Section 63 of the Ontario Railway and Municipal Board Act, under which the city seek their remedy, is as follows: "63.—(1) Where it is alleged by a municipal corporation having jurisdiction over, or owning, or maintaining a highway, along which a railway is operated, in whole or in part, under an agreement between such municipality and the company operating the

railway, that the company has violated or committed a breach of such agreement, or where it is alleged by such company that such municipality has violated or committed a breach of such agreement, the Board shall hear all matters relating to such alleged violation or breach of agreement, and shall make such order as to the same as to it may seem, having regard to all circumstances of the case, reasonable and expedient, and in such order may in its discretion direct the company or the municipality to do such things as are necessary for the proper fulfilment of such agreement, or to refrain from doing such acts as constitute a violation or a breach thereof."

In the exercise of their discretion, under section 63 of the Act, the Board decline, as asked, to order the company to desist from sweeping the snow from the tracks and spaces, in the first instance, to the adjoining portions of the roadway.

The first contingency that arises under Condition 22 is a fall of snow of less than six inches at any one time. This the company must remove from the tracks and spaces, and shall, if the City Engineer so directs, evenly spread the snow upon the adjacent portions of the roadway. The removal is from the tracks. The spreading is to be done on the adjoining portions of the roadway. Removal from the adjoining part of the roadway is not provided for. The Board are of opinion that the reason that a removal from the roadway adjoining the track was not directed, in this instance, was that the snow would be comparatively innoxious, and if evenly spread would be useful, in fact necessary, for sleighing. In sweeping the snow it must be confined to the roadway. The sidewalks and cross-walk form no part of what is called the roadway, within the meaning of this condition.

Mr. Fullerton argued that successive falls of snow of less than six inches at one time, might create an aggregate of such depth as would become a menace to pedestrians and vehicles. The company would incur that risk, and would no doubt be liable for damages, by reason of accidents, caused by an accumulation of snow from successive sweepings of light falls of less than six inches, becoming an obstruction to the ordinary use of the street by vehicles or pedestrians. It is not enough to say that the company will be liable for damages in the event of an accident. The company must guard against accidents, so that the pedestrian and the driver of the vehicle using ordinary care, will be safe. The Board, in the exercise of their discretion, think it reasonable and expedient, in order that pedestrians and vehicles may be protected, to direct that when, from the sweeping of successive falls of snow less than six inches, to the roadway adjoining the tracks, the accumulation has attained a depth of six inches, that from that time forward the company shall remove from the roadway adjoining the tracks, if ordered by the City Engineer, any further snow that they may sweep from the tracks, either to their own dumping ground or to such street, highway or square as the City Engineer may direct.

The next contingency that has to be dealt with, and which is also involved in Condition 22, is where the quantity of snow or ice at any one time exceeds six inches in depth. In that case, if the City Engineer so directs, it must, first, be at once cleared off from the whole track allowance; second, the material must be removed; and third, it must be deposited. It will be observed in this contingency, where the fall is greater than six inches, that the directions are entirely different from the case where the fall of snow is less than six inches, at any one time. If the snow and ice is over six inches in depth it must be cleared, must be removed, and must be deposited. By section 25 it cannot be deposited upon any street, square, highway, or other public place in the City of Toronto, without having first obtained the permis-

sion of the City Engineer or the person acting as such. The fall of snow over six inches might be the first of the season, it might be ten inches or more, and the Engineer, in the exercise of his discretion, if it was cleared from the track allowance to the roadway adjoining the tracks, might not require it to be removed and deposited. He might consider it advisable to leave it where thrown by the sweeper for sleighing, but if he sees fit to do o, he can compel the company to remove and deposit the whole fall if over six inches.

The formal order will be drafted by the applicants and submitted to the respondents for approval, and if the parties fail to agree it can be settled by the Secretary. The trial will be treated by the Secretary as having occupied one day, and the stamps to be affixed to the order will be contributed in equal shares by the parties. The Board makes no other order as to costs and reserves further order and direction.

Dated this 23rd day of April, 1907.

(Sgd.) James Leitch,
Chairman.

(Sgd.) A. B. Ingram,
Vice-Chairman.

(Sgd.) H. N. Kittson,
Member.

THE ONTARIO RAILWAY AND MUNICIPAL BOARD.

Tuesday, the Twenty-third day of April, 1907.

Before James Leitch, Esquire, K.C., Chairman; A. B. Ingram, Esquire, Vice-Chairman; H. N. Kittson, Esquire, Member.

Between The Corporation of the City of Toronto, Applicants, and The Toronto Railway Company, Respondents.

Upon the application of the above named applicants in the presence of the applicants and respondents, upon hearing the evidence adduced on behalf of the applicants and respondents, and upon hearing counsel for the applicants and respondents,

1. The Board dismisses the application of the above named applicants for the reasons given in the judgment.

2. And the Board orders that the stamps required for this order be contributed in equal shares by the parties, and makes no other order as to costs.

(Sgd.) James Leitch,
Chairman of the Ontario Railway and Municipal Board.

REPORT ON STREET RAILWAY FENDERS.

Toronto, Ont., January 19, 1907.

To the Ontario Railway and Municipal Board,
Parliament Buildings, Toronto, Ont.:

Gentlemen,—Complying with your instructions to test and report on street railway fenders, we find:

Bill No. 146, of 1906, of the Legislative Assembly of the Province of Ontario, entitled "The Ontario Railway Act," enacts as follows:

"The company when operating any portion of its line by means of electricity along a highway shall from time to time adopt and use in front of such motor car a fender or guard and shall from time to time adopt and use a brake and such other life saving appliances as shall be of a design approved from time to time by the Board as suitable for use by the company, having regard to the efficiency of such fender, guard, brake and other life saving appliances for life saving purposes, and to the location of the company's line, and the speed at which the company's cars may be run.

"The fender, guard, brake or other life saving appliance so approved of by the Board shall be adopted and used upon the cars of the company within the time fixed by the order approving of same, or by an order extending the said time, provided that when the cars of a company are equipped with fenders of a class so approved by the Board the company shall not be liable for non-compliance with any by-law or agreement relating to the class of fenders to be used in any city or town, or any requirement of the Engineer or other officer of the municipality under any such by-law or agreement.

"The company shall pay to the corporation of the municipality in which such road is operated the sum of ten dollars for each day in which any motor car is operated within such municipality without having such a fender, guard, brake, or other life saving appliance thereon, except in cases of accident or unavoidable necessity; such sum or sums to be recovered from such company in a civil action.

"If the Board shall so order the company shall allow tests to be made on any of its motors or cars, of any fender, guard, brake or other life saving appliance that the Board may consider it advisable to have tested with a view to ascertaining its efficiency for the purpose for which it is designed."

No one subject in connection with the operation of comparatively rapid transit cars upon our streets can possibly interest the public more than that of the street railway fender. No effort should be spared to obtain the best and most efficient life saving device to attach to the forward end of cars operating in crowded streets.

When we consider that any of us, or any member of our own family, with practically no warning, is liable to come into contact with the forward end of a moving car, we cannot give too great encouragement to inventors in their effort to produce the best possible fender, nor be too ready to accept the best when proved as such from time to time, in accordance with the provisions of the Act.

The number of difficulties incident to obtaining a first-class fender are recognized more readily by those familiar with the operation of street cars and electric railways than by the public itself. Many prohibitive objections are apparent at once to the street railway man, but the dreadful results of these objections and faults are only too apparent to the public in the enormous number of fatalities due to poor fenders and their failure to operate at the exact instant when required. A little boy jumps from behind a waggon, and with the usual lack of consideration shown at his age, starts for the sidewalk, when a car he did not see (and the motorman of which did not see him), grinds into a scarcely recognizable mass what only a few seconds before was perfection of life and happiness.

The list of fatalities where an automatic fender would have saved (and with people of all ages) is appalling as to their number, and the horror and rapidity of their execution.

The short space of time elapsing between the appearance of the victim

and the contact of the latter with the car, together with the very natural agitation of the motorman under such circumstances, renders it practically impossible for him to effectively operate a fender.

Ringing the gong, turning on and off the current and applying the brakes are performed so often as to become almost an unconscious mechanical action. Whereas the unusual and rare occasions of dropping a fender necessitates the mental guidance of the motorman for its accomplishment.

The lack of necessary time for this tripping, and the uncertainty of its effectiveness, makes apparent the demand for an *automatic device* which must—

Be dropped to the paving by coming in contact with the person to be saved.

Be automatically dropped with a *minimum impact* or slight blow of tripping device so that the fenders may go well under the object *without damage* to the latter.

This must be done with incredible rapidity. For example, if the car is travelling at the rate of only 10 miles an hour the fender must be dropped from its normal height to the pavement in one-fifteenth of a second in order to pass under the object struck, as at that speed the car travels approximately 15 feet a second. For this reason it will be quite obvious that dropping by gravity at a speed of 10 miles an hour is entirely inadequate.

The fender must be held in its position against the friction of the pavement caused by the onward motion of the car and must be of such construction as to pass under the object and not rise and go over it. The inclination to roll away or over the object creates a tendency to force the fender up from the road bed. And for this reason we recommend that a wheel guard be used in all cases, the latter to be rigidly fastened to the truck of the car and to be not more than 2 inches above the top of the rail, and in shape to be straight, that is, at right angles to the rail. Said wheel guard to be made either of wood or heavy wire and substantially framed. Samples of wheel guards with necessary fittings to be submitted to your Engineers for approval before being adopted. In addition to this the space on either side at back of the fender and between it and the forward wheels should be protected with a substantial wire screen or other appliance, approved by your Engineers, to prevent a body from being turned in behind a fender and in front of the wheels in the event of being struck by the corner of the fender.

Section No. 217, clause (*b*), of the Act provides in all cases where the rails are laid upon the paved or travelled portion of the street, or any part thereof, the rails shall be laid (as nearly as practicable) flush with the street, and shall be laid so as to cause the least possible impediment to the ordinary traffic of the street, and shall be so kept and maintained by the railway company. We regret that in Toronto this is not the case, the variation between the height of the rails in many sections of the city together with the high crossings and the approach to steep grades necessitates carrying the fenders at a height of about six inches.

The oscillation of single truck cars necessitates a fender of the best design to be hung on the truck so as to be practically non-oscillating and minimizing its movement with the movement of the car.

The records of tests of the Twentieth Century fender in the past impresses us with the fact that the working parts of any fender to be adopted should be uniform in location, simple and easily understood by the motorman, so as to be readily kept in perfect condition. In this connection we would strongly recommend that your Engineers make a periodical, and, so far as the company is concerned, an unlooked for inspection of the life saving

equipments of the cars, with power to prosecute any case where fenders are found not to be in good working order.' It does not appear clear to us that clause 211 of the Act sufficiently covers the proper maintenance by companies of approved fenders and their being kept in good working order. We would, therefore, recommend to your Honourable Board an addition to the Act, "providing a substantial penalty for the carrying of defective fenders, guards, brakes, or other life-saving appliances." As a fender operated and not maintained *as approved* is not and should not be regarded in law as complying with the Act. It also appeals to us that your Honorable Board should have power, as recommended by your Engineers, to recall their approval of fenders, or wheel guards at any time if the said fender or wheel guards should prove inefficient, or when same may be replaced by something decidedly better in design and operation.

Invitations were issued by your Engineers to a number of inventors and manufacturers of fenders that on the 27th day of November, we would make a public test of same for the purpose of recommending for adoption on cars in the City of Toronto such devices as in their opinion best answered the requirements. In answer to our invitations application was made to the Street Railway by some sixteen inventors for street cars and the necessary appliances for making the test. Without an exception every convenience and assistance to facilitate this was given these inventors by the Street Railway Company to make a most thorough test. The tracks available were on Sherbourne street and Howard Park Avenue, of which we chose the latter as being more free from traffic or other interruptions.

The 27th unfortunately was wet and unfit for the first test, which was postponed until the 28th and completed on the 29th. On the 15th and 16th of this month (January) a number submitted by different inventors, were also tested, and three or four are yet being prepared for testing. Each one was thoroughly tested until we were able to form an accurate estimate of its value. Among the fenders tested there were several which, while they did not come up to the standard of efficiency considered necessary, contained many unique and ingenious features. And some of these fenders we have no doubt with some improvements and modifications might yet meet the demands for an efficient life saver. There were also two fenders of the trip variety, viz., the Twentieth Century and the Odell fender, which in that class might be considered to have special merit, but, as we have already indicated, a trip fender on crowded streets like those of the City of Toronto is unsafe, and in our opinion should not be permitted to be used for a longer period of time than will be fair and reasonable to admit of a change to another design, say about six months. Until this change is made we recommend that the trips of the Twentieth Century fender should be changed as shown on the one tested, i.e., the shorter lever on the platform dropping the fender, the longer one to be used only for resetting the same, and that these trips should be uniformly located conveniently to the motorman about the centre of the platform, and not as now on some cars in the centre and on others at the extreme edge, and that these fenders be kept in proper working order with their locks on and operative.

We recommend that these changes be made within sixty days after date of notification from your Board, that said changes are necessary, and further that your Board instruct your Engineers to take steps, such as are necessary, to insure that your instructions in this respect are being complied with.

Under all the circumstances and having regard to the whole situation we feel that at the present time there is only one fender among those which we have tested up to date which seems to fill the requirements of a life saving

device for the front of electric cars in the City of Toronto, namely, the fender manufactured by the Jenkins Automatic Fender Company of Toronto, and we therefore beg to recommend the same to your honorable Board for adoption. We further recommend that the Toronto Street Railway should discard all other fenders and equip their cars with the Jenkins automatic fender within six months from the date of this report.

We beg to express the opinion, however, that certain improvements will be made in several of the fenders which have been tested, and before very long we may be in a position to recommend for your approval at least two or more automatic fenders.

We recommend for your consideration for adoption, a gong to be rung under the rear platform of all cars when backing or wying. This to be substantially a part of the device as shown by Mr. A. D. Bentley and tested by us on the 29th of November, and again on the 16th of January.

It should be a gong sufficiently loud, and operated electrically or otherwise controlled from the front platform by the motorman and subject to the approval of your Engineer.

We recommend that cars slow down to at least three miles an hour on approaching other cars that are letting off passengers. A large percentage of accidents are caused from passengers stepping from behind a standing car immediately in front of one moving in the opposite direction. For this reason on some roads cars slack up on meeting, others stop to let off passengers, and on other roads the approaching car comes to a full stop before passing the stationary car.

All of which is respectfully submitted.

J. F. H. Wyse,

H. W. Middlemist,

Engineers.

Certified a true copy.

H. C. Small,

Secretary of the Ontario Railway and Municipal Board.

February 13th, 1907.

THE ONTARIO RAILWAY AND MUNICIPAL BOARD.

Wednesday, the 13th day of February, A.D. 1907.

Before James Leitch, Esq., K.C., Chairman; A. B. Ingram, Esq., Vice-Chairman, and H. N. Kittson, Esq., Member.

In the matter of the application of The Toronto Railway Company, under sections 209 and 210 of the Ontario Railway Act, 1906, for the approval of fenders for use on its railway.

Upon the application of The Toronto Railway Company for the approval of fenders under sections 209 and 210 of the Ontario Railway Act, 1906, the Board, by order dated Tuesday, the 27th day of September, A.D. 1906, appointed John F. H. Wyse, of the City of Toronto, in the County of York, Electrical Engineer, to carry on and conduct proper and sufficient tests of all such fenders, brakes, and other life saving appliances mentioned in section 209 of the Ontario Railway Act, 1906, as should be submitted to him, the said John F. H. Wyse, for the approval of the Board, and the said John F.

H. Wyse having carried on and conducted such tests and having by his report to the Board dated January 19, 1907, reported on the said tests and the results thereof, and the Board having perused and considered the said report.

The Board orders that in pursuance of the report of John F. H. Wyse, of the City of Toronto, in the County of York, Electrical Engineer, dated January 19, 1907, referring to the tests of tenders, brakes and other life saving appliances, as have been submitted for tests to him, hereby approve of the Jenkins automatic fender for use on the cars of the Toronto Railway Company.

JAMES LEITCH,
Chairman, Ontario Railway and Municipal Board.

THE SOUTH-WESTERN TRACTION COMPANY.

Toronto, Can., June 24, 1907.

H. C. SMALL, ESQ., *Secretary, the Ontario Railway and Municipal Board, Parliament Buildings, Toronto, Canada:*

DEAR SIR,—In response to the request made by Mr. A. B. Ingram, Vice-Chairman of your Board, I beg to supplement my report dated September 24th, 1906, *re* the inspection of the railway and equipment of the Southwestern Traction Company, between the cities of London and St. Thomas, Ontario.

This supplemental report deals only with that section of the road from Kettle Creek to the St. Thomas city limits. This section consists of 4½ per cent. down grade from St. Thomas, about 1,400 feet long, terminating at a steel deck bridge over Kettle Creek, the road being further continued across Kettle Creek by means of the wooden trestle referred to in my preliminary report. In the said report I drew attention to the fact that, at that time the superelevation of the outer rails of the curves was for a maximum car speed of ten miles per hour, and I recommended that these dangerous conditions should be eliminated as far as practicable by elevating the outer rails for a maximum speed of forty miles per hour.

Since the report referred to was written, the company have demonstrated to me the limitations by which they were bound in the construction of this particular section of the railroad, and they have also shown their willingness to comply as far as possible with my recommendation by elevating the outer rails of the curves for a maximum speed of twenty mlies per hour, in addition to installing guard rails on the curves.

I understand that the company urgently request your Board to issue a certificate of approval of their road, in view of their having made the above mentioned improvements, and that you desire from me a report on this particular matter.

Before expressing my opinion in this matter, permit me to point out that so far as I am aware, the requirements of "The Ontario Railway Act, 1906," section 59, subsection (15), have not been complied with, inasmuch as no plan and profile of the completed railway have been prepared. Accordingly about a month ago I requested the company to furnish me with a correct plan and profile of that section of the railroad between the top of the grade at Main Street, St. Thomas, and a point about 200 feet north of the north end

of the trestle at Kettle Creek. The company partially complied with my request by sending a plan and profile of the road between the top of the grade and a point about 200 feet north of the south end of Kettle Creek deck bridge, omitting showing the north half of the deck bridge and the whole of the trestle. I enclose herewith a blueprint copy of the original drawing sent me by the company. In addition to the above information asked for, I requested the company to send me a copy of the official instructions issued to the motormen for the operation of cars while on this section of the line. In reply the company sent me a letter from which I quote the following official instructions to motormen:

"Motorman, Geo. Trigger,
" G. L. Hobbs,
" Benj. Johnson,
" Wm. Bolton.

"DEAR SIR,—Please take notice that no excuse will be accepted for allowing your car to attain speed greater than three miles per hour, at any point on the St. Thomas hill coming north.

"You must also have your speed slackened considerably when approaching the curve just south of the London trestle, and power must be off and speed so reduced when approaching Grey and Simcoe Streets that a stop could be made, if necessary, to avoid accident. At other curves and grades more care must be exercised.

"I call your attention to these matters personally so that there can be no possible excuse for disobeying the instructions.

"Yours truly,

"(Sgd.) S. W. MOWER,
"General Manager."

The Company supplement this information in their letter dated June 6th, 1907, by the following statement:—

"Our record for the past year could not be better, as we have carried over 175,000 passengers without injuring a single person or having a single complaint of carelessness or negligence on the part of our trainmen, or unsafe condition of our tracks."

In my opinion the railway company should be authorized to open their railway for traffic in accordance with their application, provided they will fulfil within thirty days, and continue to observe thereafter, the following conditions, namely:—

(1) Instal a guard rail on each curve, on the inner side of, and parallel with the inner track rail of the curve. Guard rail to be properly supported by suitable braces.

(2) Instal 3 inch protecting angle irons along the inner and upper corner of the wooden guard timbers of the trestle, throughout the entire length of the latter, on each side of the track.

(3) Appoint some competent employee to inspect daily and maintain in first-class working order the air-brake and hand-brake equipment on each car, this employee to be held personally responsible for the maintenance of the brakes in good working order, and to report daily in writing, to the proper officer of the company, the fact and result of his inspection of the brake equipment of each car in service.

(4) Issue an order in writing, to the conductors and motormen to remove

the controller handles and reverse levers of their cars, when for any cause they are compelled to leave the latter standing at, or near the top of any grade, and to leave the brakes applied to the wheels at the same time, and to remove operating handle of the air-brake valve when the controller handle and reverse levers are removed. It is to be clearly stated, of course, that the motormen and conductors shall not leave any of the handles in any place where they would be accessible for use by an unauthorized person.

(5) Continue the validity of the instructions to motormen as set forth by the General Manager in his letter dated November 16th, 1906, of which the above quotation is a copy.

Respectfuly submitted,

(Sgd.) Roderick J. Parke.

THE ONTARIO RAILWAY AND MUNICIPAL BOARD.

Friday, the 15th day of Febraury, A.D. 1907.

Before James Leitch, Esq., K.C., Chairman; A. B. Ingram, Esq., Vice-Chairman, and H. N. Kittson, Esq., Member.

In the matter of the application of the Municipal Corporation of the City of Woodstock for the approval of By-law No. 364 of the said Corporation, to authorize the issue of debentures to the amount of $3,560, for the extension of the waterworks system of the said Corporation.

Upon the application of the above named Corporation and upon reading the written application, dated the 11th day of February, A.D. 1907, signed by the Mayor and Clerk of the said Corporation, the certified copy of the said by-law and the declaration of the Mayor, Clerk and Treasurer of the said Corporation, dated the 12th day of February, A.D. 1907, filed.

The Board orders that the said by-law of the said Municipal Corporation of the City of Woodstock entitled "By-law No. 364 of the Municipal Corporation of the City of Woodstock authorizing the Mayor and Treasurer to issue $3,560 of debentures to pay the cost of certain waterworks extensions," be and the same is hereby approved of and confirmed.

(Sgd.) James Leitch,
Chairman of the Ontario Railway and Municipal Board.

THE ONTARIO RAILWAY AND MUNICIPAL BOARD.

Tuesday, the 19th day of February, A.D. 1907.

Before James Leitch, Esq., K.C., Chairman; A. B. Ingram, Esq., Vice-Chairman, and H. N. Kittson, Esq., Member.

In the matter of the application of the Municipal Corporation of the City of Peterborough for the approval of By-law No. 1276, intituled "A By-law to authorize the borrowing of ten thousand dollars to pay for extensions made in the waterworks system of the City of Peterborough, in the year 1906."

Upon the application of the above named Corporation, upon reading the written application dated the 12th day of February, 1907, signed by the Mayor and Clerk of the said Corporation, the declaration of Roland Fairbairn McWilliams, the Mayor, Simon R. Armstrong, the Clerk, and Frank Adams, the Treasurer of the said city, the declaration of Wilson Henderson, Superintendent of the Peterborough waterworks, and the further declaration of the said Simon R. Armstrong, and the certified copy of the said by-law, filed, and upon hearing what was alleged by counsel for the applicants.

The Board orders that the said by-law of the said Municipal Corporation of the City of Peterborough, intituled "A By-law to authorize the borrowing of ten thousand dollars to pay for extensions made in the waterworks system of the City of Peterborough in the year 1906," be and the same is hereby approved.

(Sgd.) James Leitch,

Chairman of the Ontario Railway and Municipal Board.

THE ONTARIO RAILWAY AND MUNICIPAL BOARD.

Saturday, the twenty-third day of February, A.D. 1907.

Before James Leitch, Esq., K.C., Chairman; A. B. Ingram, Esq., Vice-Chairman, and H. N. Kittson, Esq., Member.

In the matter of the application of the Grand Trunk Pacific Railway Co., under Section 2 of Chapter 18 of the Statutes of Ontario, 1904, for approval of the location of its line of railway from a point on Thunder Bay, on the north shore of Lake Superior, to the intersection of the said railway with the main line of the Eastern Division of the Grand Trunk Pacific Railway, a distance of about 200 miles, as shown on plans and profiles on file with the Board.

Upon the application of the Grand Trunk Pacific Railway Co. for an order approving of the location of its line of railway, for the construction of which a subsidy was granted under the above recited Act, upon examination of the said plans and profiles, upon hearing the evidence of Henry A. Woods, Esq., C.E., George A. Knowlton, Esq., C.E., Alexander George Allan, Esq., C.E., and Marshall C. Sturtevant, Esq., before a special meeting of the Board, held at Fort William on the first day of October ,1906, and upon reading the report of R. S. Elmsley, Esq., Engineer of the Board, approving of said plans and profiles on file with the Board, and the location of the line of the said railway and of the location of passenger and freight stations, and upon hearing what was alleged by counsel for the said company, for the Government of Ontario and for the Corporations of the Towns of Fort William and Port Arthur, and in presence of counsel for the Canadian Pacific Railway, and it being shown to the satisfaction of the Board that the location of the said line of railway was the only one that could be adopted, having regard to the feasibility of the route and engineering difficulties of construction, and the Grand Trunk Pacific Railway Company having complied with all the provisions of section 2, subsection 2 of the said Act, and furnished all information required by and to the satisfaction of the Board, as to the location and plans of passenger and freight stations, and having observed the directions of the Board in regard to the erection

of stations, the number of the same, and the intervals at which stoppages shall be made at such stations for the accommodation of the public. And it appearing that at the present time rails suitable for the construction of the said railway are not procurable in Ontario at a price not greater than the open market price in Great Britain or the United States of America for rails of similar make and quality, with the current freight rates from the place of shipment in Great Britain or the United States to the place where required in Ontario added thereto, and that the company have purchased in Canada from the Grand Trunk Railway Company released rails suitable for such construction

It is ordered that the location of the said railway as shown on the said plans and profiles, the location, number and plans of the passenger and freight stations thereon, the intervals at which stoppages are made, and the purchase of said released rails from the Grand Trunk Railway Company be, and the same are hereby approved.

(Sgd.) James Leitch,
Chairman of the Ontario Railway and Municipal Board.

THE ONTARIO RAILWAY AND MUNICIPAL BOARD.

Friday, the eighth day of February, A.D. 1907.

Before James Leitch, Esq., K.C., Chairman; A. B. Ingram, Esq., Vice-Chairman, and H. N. Kittson, Esq., Member.

In the matter of the application of the Brantford Street Railway Company for the approval under section 221 of the Ontario Railway Act, 1906, of John James Beacon, as an Examiner of Motormen.

Upon the application of the Brantford Street Railway Company, upon hearing what was alleged by the applicant and upon examining the said John James Beacon.

The Board orders that the appointment of the said John James Beacon, of the City of Brantford, in the County of Brant, Master Mechanic, as an Examiner of Motormen for the said Railway Company, be and the same is hereby approved by the Board under and in pursuance of section 221 of the Ontario Railway Act, 1906.

(Sgd.) James Leitch,
Chairman of the Ontario Railway and Municipal Board.

THE ONTARIO RAILWAY AND MUNICIPAL BOARD.

Friday, the eighth day of February, A.D. 1907.

Before James Leitch, Esq., K.C., Chairman; A. B. Ingram, Esq., Vice-Chairman, and H. N. Kittson, Esq., Member.

In the matter of the application of the Grand Valley Railway Company for the approval under section 221 of the Ontario Railway Act, 1906, of John James Beacon, as Examiner of Motormen.

Upon the application of the Grand Valley Railway Company and upon hearing what was alleged by the applicant, and upon examining the said John James Beacon.

The Board orders that the appointment of the said John James Beacon, of the City of Brantford, in the County of Brant, Master Mechanic, as an Examiner of Motormen for the said Railway Company, be and the same is hereby approved by the Board under and in pursuance of section 221 of the Ontario Railway Act, 1906.

(Sgd.) James Leitch,
Chairman of the Ontario Railway and Municipal Board.

THE ONTARIO RAILWAY AND MUNICIPAL BOARD.

Friday, the eighth day of February, A.D. 1907.

Before James Leitch, Esq., K.C., Chairman; A. B. Ingram, Esq., Vice-Chairman, and H. N. Kittson, Esq., Member.

In the matter of the application of the Woodstock, Thames Valley and Ingersoll Electric Railway Company for the approval under section 221 of the Ontario Railway Act, 1906, of John James Beacon, as an Examiner of Motormen.

Upon the application of the Woodstock, Thames Valley and Ingersoll Electric Railway Company, and upon hearing what was alleged by the applicant, and upon examining the said John James Beacon.

The Board orders that the appointment of the said John James Beacon, of the City of Brantford, in the County of Brant, Master Mechanic, as an Examiner of Motormen for the said Railway Company, be and the same is hereby approved by the Board under and in pursuance of section 221 of the Ontario Railway Act, 1906.

(Sgd.) James Leitch,
Chairman of the Ontario Railway and Municipal Board.

THE ONTARIO RAILWAY AND MUNICIPAL BOARD.

Saturday, the ninth day of March, A.D. 1907.

Before James Leitch, Esq., K.C., Chairman; A. B. Ingram, Esq., Vice-Chairman, and H. N. Kittson, Esq., Member.

In the matter of the application of The Berlin and Waterloo Street Railway Company, Limited, for the approval under section 221 of The Ontario Railway Act, 1906, of William George Sinclair, as an Examiner of Motormen for the said company.

Upon the application of the Berlin and Waterloo Street Railway Company, Limited, and upon hearing what was alleged by the applicants, and upon reading the documents filed, showing the experience and fitness of the said William George Sinclair,

The Board orders that the appointment of the said William George Sinclair, of the City of Berlin, in the County of Waterloo, Electrician, as an Examiner of Motormen for the said Company be and the same is hereby approved, under and in pursuance of section 221 of "The Ontario Railway Act, 1906."

(Sgd.) JAMES LEITCH,
Chairman of the Ontario Railway and Municipal Board.

(L.S.)

THE ONTARIO RAILWAY AND MUNICIPAL BOARD.

Wednesday, the twentieth day of March, A.D. 1907.

Before James Leitch, Esq., K.C., Chairman; A. B. Ingram, Esq., Vice-Chairman, and H. N. Kittson, Esq., Member.

In the matter of the application of the Hamilton Street Railway Company for the approval under section 221 of "The Ontario Railway Act. 1906," of Duncan Neil Miller, as an Examiner of Motormen for the said Company.

Upon the application of the Hamilton Street Railway Company, upon hearing what was alleged by the applicants, and upon examining the said Duncan Neil Miller,

The Board orders that the appointment of the said Duncan Neil Miller, of the City of Hamilton, in the County of Wentworth, Superintendent of the Hamilton Street Railway Company, as an Examiner of Motormen for the said Company be and the same is hereby approved under and in pursuance of section 221 of "The Ontario Railway Act, 1906."

(Sgd.) JAMES LEITCH,
Chairman of the Ontario Railway and Municipal Board.

(Seal)

ONTARIO RAILWAY AND MUNICIPAL BOARD.

Wednesday the twentieth day of March, A.D., 1907.

Before James Leitch, Esq., K.C., Chairman; A. B. Ingram, Esq., Vice-Chairman, and H. N. Kittson, Esq., Member.

In the matter of the application of The Hamilton Radial Electric Railway Company for the approval under Section 221 of "The Ontario Railway Act, 1906" of John G. Gibson as an Examiner of Motormen for the said Company.

Upon the application of The Hamilton Radial Electric Railway Company, upon hearing what was alleged by the Applicants, and upon examining the said John G. Gibson.

The Board orders that the appointment of the said John G. Gibson of the City of Hamilton, in the County of Wentworth, Master Mechanic, as an Examiner of Motormen for the said Company, be and the same is hereby approved under and in pursuance of Section 221 of "The Ontario Railway Act, 1906."

(Sgd.) JAMES LEITCH,
Chairman of the Ontario Railway and Municipal Board.

(Seal)

ONTARIO RAILWAY AND MUNICIPAL BOARD.

Wednesday the twentieth day of March, A.D., 1907.

Before James Leitch, Esq., K.C., Chairman; A. B. Ingram, Esq., Vice-Chairman, and H. N. Kittson, Esq., Member.

In the matter of the application of The Hamilton and Dundas Street Railway Company for the approval under Section 221 of "The Ontario Railway Act, 1906" of John G. Gibson as an Examiner of Motormen for the said Company.

Upon the application of the Hamilton and Dundas Street Railway Company, upon hearing what was alleged by the Applicants, and upon examining the said John G. Gibson.

The Board orders that the appointment of the said John G. Gibson of the City of Hamilton, in the County of Wentworth, Master Mechanic, as an Examiner of Motormen for the said Company, be and the same is hereby approved under and in pursuance of Section 221 of "The Ontario Railway Act, 1906."

(Sgd.) James Leitch,

Chairman of the Ontario Railway and Municipal Board.

(Seal)

ONTARIO RAILWAY AND MUNICIPAL BOARD.

Wednesday the 20th day of March, A.D., 1907.

Before James Leitch, Esq., K.C., Chairman; A. B. Ingram, Esq., Vice-Chairman, and H. N. Kittson, Esq., Member.

In the matter of the application of The Guelph Radial Railway Company, Limited, for the approval under Section 221 of "The Ontario Railway Act, 1906" of Donald Emslie as an Examiner of Motormen for the said Company.

Upon the application of The Guelph Radial Railway Company, Limited, and upon hearing what was alleged by the Applicants, and upon examining the said Donald Emslie,

The Board orders that the appointment of the said Donald Emslie, of the City of Guelph, in the County of Wellington, Electrician, as an Examiner of Motormen for the said Company, be and the same is hereby approved under and in pursuance of Section 221 of "The Ontario Railway Act, 1906."

(Sgd.) James Leitch,

Chairman of the Ontario Railway and Municipal Board.

The Hon. W. J. Hanna,

Chairman, Standing Committee on Municipal Law, Parliament Buildings.

The Standing Committee on Municipal Law on the 1st of May, 1906, recommended that the proposed amendments to the Municipal Act contained in Sections 4, 5, 6, and 7 of Bill No. 180 of the Session of 1906, and in Section 9 of Bill No. 151 of the Session of 1906, to amend the Municipal Act,

down to and including paragraph *a*5 in such Section, be referred to the Ontario Railway and Municipal Board for consideration and report when the Board was constituted. The Act appointing the Board requires them to give their opinion on matters referred to them for enquiry and report.

In pursuance of the above reference, the Board reports as follows:—

Section 4 of Bill No. 180 is designed to enable municipalities to enter upon the business of constructing underground conduits and of erecting poles and renting the same to electric light, power, telegraph or telephone companies. The Board are not aware of any good reason for empowering municipalities to engage in so hazardous and uncertain a business. This amendment would leave the door open to promoters of private enterprizes to induce municipalities to sink large amounts of municipal funds in providing the capital for the part of a plant that is least remunerative and most liable to rapid depreciation and which becomes comparatively valueless in a few years. The companies would be the proprietors of the more profitable, stable enduring portion of the plant and the municipalities would be the owners of the part that would be short lived, and if at any time dissevered from the rest of the works would be useless.

The views of the Board upon Section 5 of Bill No. 180 are covered by their report in reference to Bill No. 151.

Section 6 of Bill No. 180 is designed to enable municipalities to contract for more electric or other power or gas than is required for the purposes of the municipality and to sell or lease the surplus which they cannot use. The Board can see no reason for enabling a municipality to acquire more electric or other power or gas than they require for the use of the municipality and enable them to retail it and become the middlemen between the producer and the consumer. This branch of business had better be left to the Hydro-Electric Commission.

In reference to Section 7 of Bill No. 180, the object of this amendment is evidently to enable a municipality to construct a street railway on streets not covered by an agreement with an existing street railway company and in that way by municipal competition to drive the existing street railway out of business. It has been the policy of the Legislature to prevent the duplication of street railways in municipalities and the consequent waste of capital, and the Board see no reason at present for departing from this policy.

Section 9 of Bill No. 151 provides for the repeal of paragraphs *a*, *a*2, *a*3, *a*4 and *a*5 of ss. 4 of Section 566 of the Municipal Act. These paragraphs are known as the Conmee clauses of the Municipal Act.

In looking at the reports of the debates in March, 1899, when the Conmee clauses were passed, it is clear that they were intended to prevent what would in many cases amount to the confiscation of private rights by permitting a municipality to construct gas, electric light and waterworks in a municipality where a company had constructed and were operating similar works.

Several companies are operating either gas, electric light or waterworks in municipalities in the Province of Ontario. Many of these public utilities were installed before 1899 and we believe a few since the passing of these clauses. The most of them were built at a time when they would not pay dividends to the promoters. The municipalities were alive to this fact, and in many cases used all their influence and held out inducements to the companies to install these conveniences. Many municipalities would not embark on these enterprises because they would not pay, but were perfectly satisfied to permit a company to do so and to operate them in the lean years,

but as soon as they commenced to be remunerative, the municipalities became anxious to go into the business themselves. The Conmee clauses were designed to prevent the duplication of gas, electric light or waterworks and thereby prevent the ruin of the companies who had embarked their money in installing these utilities. The Board are aware that in several instances these clauses have effected this purpose and prevented the serious loss of invested capital.

The Board cannot see any good reason at present for repealing these clauses. They are no obstacle in the way of municipal ownership. They are only a barrier to prevent the spoliation of the companies who in good faith, in a spirit of enterprise, expecting no dividends at first, but hoping after the lapse of some years to get a fair return on their investment. The clauses provide a means of acquiring existing works at their actual value, making due allowance for depreciation, wear and tear, but allowing nothing for prospective profits or franchise. If a municipality is desirous of installing electric light, gas or waterworks where a company is already in the field operating these utilities, it appears to the Board that it is more in the interests of the municipality to acquire the existing works on fair terms than to duplicate them and meet a competition that might render the operation of a municipal plant unprofitable and therby compel the municipality to use the funds at large to make up the loss in an unremunerative business.

We beg to report against Sections 4, 5, 6, and 7 of Bill No. 180, and also Section 9 of Bill No. 151 which are intended to repeal paragraphs *a*, *a*2, *a*3, *a*4 and *a*5 of the Conmee clauses of the Municipal Act.

All of which is repectfully submitted.

Dated this 15th day of March, A.D., 1907.

(Sgd.) James Leitch,
Chairman.

(Sgd.) A. B. Ingram,
Vice-Chairman.

(Sgd.) H. N. Kittson,
Commissioner.

Memo for the Hon. W. J. Hanna, Provincial Secretary *Re* Railway Taxation.

A perusal of the Ontario Railway Act, 1906 (chapter 30) and of the Ontario Railway and Municipal Board Act, 1906 (chapter 31) will show that the subject of railway taxation forms a very small proportion indeed of the jurisdiction and duties delegated to the Ontario Railway and Municipal Board by the Provincial Legislature. However, by Sections 228 to 236, both inclusive, of the Ontario Railway Act, 1906, combined with Sections 44, 51, 55 and 56 of the Ontario Railway and Municipal Board Act, 1906, ample and thorough provision is made for a proper and accurate collection by the Ontario Railway and Municipal Board of all details and statistics affecting every Provincial Railway, its undertaking, right of way, plant, equipment and operation, assets and liabilities and for the reporting of the statistics thus obtained to the Legislature or to the Lieutenant-Governor in Council whenever such information is required or called for by them.

In accordance with the above mentioned Sections of the said Acts, the

Ontario Railway and Municipal Board has prepared a form for returns by railway companies, (a copy of which form is sent to you herewith), and on receipt of these returns from the railway companies filled out to the satisfaction of the Board; statistics can be prepared for the information of the Legislature and Governor in Council so that, under the above mentioned Legislation of 1906, the Legislature, in dealing with the matter of railway taxation, will have before it the latest obtainable, definite, accurate and official information as to the assets, liabilities, gross earnings, running expenses, net profits, mileage and all other details necessary or useful in formulating Legislation concerning railway taxation.

(Sgd.) H. C. Small,
Secretary, Ontario Railway and Municipal Board.

Toronto, March 18th, 1907.

ONTARIO RAILWAY AND MUNICIPAL BOARD.

Wednesday the tenth day of April, A.D., 1907.

Before James Leitch, Esq., K.C., Chairman; A. B. Ingram, Esq., Vice-Chairman, and H. N. Kittson, Esq., Member.

In the matter of the application of the Municipal Corporation of the Village of Marmora, in the County of Hastings for an order for the annexation to said Village of the lands in the Township of Marmora more particularly hereinafter described.

Upon the application of the above named Corporation and upon reading the petition of the said Corporation, the certificate of William Robert, Aylsworth, Ontario Land Surveyor, the consent and approval of Richard Neal and the affidavits of George MacQueen, James Robert Kelly and John Franklin Wills, filed and upon hearing Counsel for the applicants.

The Board orders that the Application of the above named applicants be granted and that the lands and premises hereinbefore referred to, which are described as all and singular those certain parcels or tracts of land situate lying and being in the Township of Marmora, in the County of Hastings and Province of Ontario and being eight acres of lot number nine in the fourth concession of the Township of Marmora aforesaid, which said parcels of lands may be described by metes and bounds as follows, that is to say:— Parcel No. 1. Commencing at a point on the north boundary of the Village of Marmora where the side line between Township lots eight and nine in the fourth concession of the said Township intersects the western limit of the County gravel road leading northwesterly from said Village, thence northerly along the western limit of said road ten chains fifty links; thence westerly parallel with said line six chains sixty-eight links to the Railway lands on said lot; thence southerly along the eastern limit of the Railway lands ten chains thirty-five links to the said side line; thence easterly on said line two chains fifty-two links to the place of beginning containing four and seven-tenths acres. Parcel No. 2. Commencing at a point on the north boundary of the Village of Marmora where the said line between Township lots eight and nine in the fourth concession of the Township of Marmora intersects the western limit of the Railway lands on said lot; thence northerly along the western limit of the Railway lands ten chains forty links to a point where the northern line of the hereinbefore described

parcel No. 1. produced westerly in a straight line meets the western limit of the said Railway lands; thence westerly parallel with said line eight chains to Crow River; thence southeasterly along Crow River to the said side line; and thence easterly on said side line twenty-five links to the place of beginning containing three and three-tenths acres. Parcel No. 3. All that part of the said lot number nine covered by the waters of the said Crow River lying between the westerly boundary of the hereinbefore described Parcel No. 2. and the centre of the said Crow River.

Be and the same are hereby annexed to the Corporation of the Village of Marmora, in the said County of Hastings from and after this the tenth day of April, A.D., 1907.

(Sgd.) James Leitch,
Chairman of the Ontario Railway and Municipal Board.

Toronto, Jan. 4, 1907.

The Ontario Railway and Municipal Board, Toronto, Ont.

Gentlemen,—As directed I went to Brantford with reference to inspecting the following railways:

Brantford Street Railway, Woodstock, Thames Valley and Ingersoll Railway, Grand Valley Railway, and I would submit the following report:

(1) Brantford Street Railway.

Fenders.—The fenders are of the fixed type, neither being tripped by the motorman, nor automatically. They are of a poor design, the webbing being of rope and of a large mesh. The front of the fenders is carried 6 inches to 8 inches above the head of rail.

I would recommend that when the Board decides on a standard fender, the above Company be ordered to replace the ones now in use with the standard.

Cars.—The cars themselves are small and old fashioned, seating about 24 or 26 persons.

Vestibules.—There is but one fixed portion of the vestibules on these cars, i.e. the front. One side is enclosed by a temporary screen made of painted canvas, the other side is open.

(2) Woodstock, Thames Valley and Ingersoll Railway.

Pilots.—The pilots are strongly built, being of one inch square iron bars, on a 4 inch x 4 inch iron angle-bar frame. They would answer their purpose better if they were built 8 inches or 10 inches longer, giving them more power to throw an object to one side of the track. The front or nose of the pilot is carried 9½ inches above the head of rail. I do not see how this can very well be obviated, as on a very sharp curve, about half way between Woodstock and Ingersoll, the nose of pilot comes down to 2 inches above the rail.

Vestibules.—The vestibules are closed in at both ends and on both sides, fully complying with Sect. 79.

Brakes.—The brakes are of the straight mast type, with ratchet hand

lever, the chain winding on a spool about 4 inches diameter. Although the rail was very greasy, the breaks worked very well, the cars running about 7 miles an hour and stopping, on an average, in 3½ times their length.

Track.—The track is in good line and condition.

Signs.—There are no crossing signs.

(3) Grand Valley Railway.

Pilots and Brakes.—The pilots and brakes are similar to those on the Woodstock, Thames Valley and Ingersoll Ry. and are equally efficient.

I would draw the Board's attention to the following facts concerning the pilots, or rather want of pilots on this road:—

The cars are double-enders, by that, I mean the cars have alternate ends running first, depending on the direction travelled.

On Dec. 15th, the car "Ontario" had pilot on only one end and that was the rear end on the trip which I made.

On Dec. 28th, the "Ontario" had no pilots at all, and the car "Galt" a pilot on rear end only.

I beg to call your attention to a copy of my letter to Mr. Pattison, dated Dec. 15th, on this subject.

Guard rail.—About half way between Galt and Paris, the electric road crosses the G. T. Ry. on an overhead bridge. The north approach is practically level, but the south approach is on a very steep grade, at the bottom of which there is a sharp curve, round this curve there is no guard rail. I would recommend the placing of one as early as possible, as it is not at all improbable that a car might run away down the approach and striking the curve get de-railed, with perhaps fatal results.

Road-bed.—About one and one-half miles south of Paris the track passes through a gravel and earth cut. The cut has caved in for a considerable distance, in fact some of the fence posts are suspended by the fence wires. This cut should be attended to as soon as the frost will allow. At present, I do not think there is any danger of material falling onto track, i.e. as long as cold weather lasts.

The road-bed is in poor shape and the track badly lined.

Signs.—There are no crossing signs.

Inspector of Motormen.—Concerning the three above electric roads:—

On Dec. 15th, the Companies had no inspector of motormen, I understand from Mr. Pattison, that they had had one, but that he left without any notice and that he had examined one or two motormen but had sent in no report.

When in Brantford, on Dec. 28th, I could find out nothing more about the above, as there was no one in authority whom I could see.

I was unable to get plans, etc., of the roads, while in Brantford, in order that the Board may investigate tolls, but wrote Mr. Pattison, a copy of which letter I attach.

I have the honour to be,
Gentlemen,

Your obedient servant,

R. S. Elmsley, C. E.

THE ONTARIO RAILWAY AND MUNICIPAL BOARD.

Wednesday the ninth day of January, A.D. 1907.

Before James Leitch, Esq., K.C., chairman; A. B. Ingram, Esq., Vice-Chairman, and H. N. Kittson, Esq., Member.

In the matter of the Application of the Brantford Street Railway Company for the approval of the fenders in use upon its cars, and in the matter of the testing of the said fenders and of the inspection of the said Company's line, plant and equipment.

Upon the application of the said Company, the Board having appointed and directed R. Sherwood Elmsley, Civil Engineer, to inspect and test the said fenders, plant and equipment, and upon reading the report of the said test and inspection made by the said R. Sherwood Elmsley, dated January 4th, 1907 and filed with the Board.

1. The Board orders that the said Company shall forthwith adopt and submit for approval a better and more efficient fender than the one now in use upon the cars of the said Company.

2. The Board further orders that the said Company shall comply with Section 79 of "The Ontario Railway Act, 1906," and shall have the front platform of every car so enclosed as to protect the motorman from exposure to wind and weather by a good and sufficient wind and weather proof enclosed vestibule.

3. And the Board further orders that the said Company shall pay the sum of $25.84, being the fees, charges and expenses of the said Engineer of and incidental to the said test, inspection and report.

4. Andt he Board reserves further inspection, directions and costs.

(Sgd.) James Leitch,
Chairman of the Ontario Railway and Municipal Board.

(L. S.)

THE ONTARIO RAILWAY AND MUNICIPAL BOARD.

Wednesday the ninth day of January A.D. 1907.

Before James Leitch, Esq., K.C., Chairman; A. B. Ingram, Esq., Vice-Chairman, and H. N. Kittson, Esq., Member.

In the Matter of the Application of the Grand Valley Railway Company for the approval of the fenders in use upon its cars, and in the matter of the testing of the said fenders and of the inspection of the said Company's line, plant and equipment.

Upon the application of the Grand Valley Railway Company for the approval of the pilots or fenders and brakes used upon its cars and of its line, plant and equipment, and Board having appointed and directed R. Sherwood Elmsley of the City of Toronto, in the County of York, Civil Engineer, to inspect and report thereon, and upon reading the report of the said R. Sherwood Elmsley upon such inspection, dated the 4th day of January, 1907, and filed.

1. The Board orders that the pilots and brakes in use upon the cars of the said Company be and the same are hereby approved and that every double ended car of the said company be forthwith provided with two fenders or pilots similar to the fenders or pilots inspected and approved of by the said Engineer.

2. And the Board orders that the said Company shall forthwith place a guard rail at the curve at the bottom of the south approach to the Company's overhead bridge about half way between Galt and Paris crossing the right of way of the Grand Trunk Railway Company.

3. And the Board further orders that the gravel and earth cut about one and one-half miles south of Paris, be forthwith put in such proper condition and repair that there shall be no longer danger of any cave-in or of any material falling unto the track or tracks of the said Company, and that the road bed of the said Company shall be forthwith put into good and proper condition and shape throughout its whole extent and the alignment of the tracks corrected and made true to gauge.

4. And the Board further orders that the said Company shall forthwith comply with Section 96 of "The Ontario Railway Act, 1906" as to sign boards at level crossings.

5. And the Board further orders that the said Company shall forthwith pay the sum of $75.41, being the fees, charges and expenses of the said Engineer of and in connection with the said tests, inspection and report.

6. And the Board reserves further inspection, directions and costs.

(Sgd.) James Leitch,
Chairman of the Ontario Railway and Municipal Board

(L. S.)

THE ONTARIO RAILWAY AND MUNICIPAL BOARD.

Wednesday the ninth day of January, A.D., 1907.

Before James Leitch, Esq., K.C., Chairman; A. B. Ingram, Esq., Vice-Chairman, and H. N. Kittson, Esq., Member.

In the Matter of the Application of the Woodstock, Thames Valley and Ingersoll Railway Company, for the approval of the fenders in use upon its cars, and in the matter of the testing of the said fenders and of the inspection of the said Company's line, plant and equipment.

Upon the application of the Woodstock, Thames Valley and Ingersoll Railway Company, for the approval of its pilots or fenders, brakes, fares, line, plant and equipment, the Board having appointed and directed R. Sherwood Elmsley of the City or Toronto, in the County of York, Civil Engineer, to test the said pilots or fenders and brakes and to inspect the plant, line and equipment of the said Company, and upon reading the report of the said inspection signed by the said R. Sherwood Elmsley, dated January 4th, 1907, and filed.

1. The Board orders that the pilots now in use by the said Company be and the same are hereby approved.

2. The Board orders that the vestibules upon the cars of the said Company for the protection of motormen be and the same are hereby approved.

3. And the Board orders that the brakes in use upon the cars and that the track of the said Railway Company be and the same are hereby approved.

4. The Board further orders that the said Company do fothwith provide, furnish and erect proper sign boards at every highway crossed at rail level by its Railway in compliance with Section 96 of "The Ontario Railway Act, 1906."

5. And the Board further orders that the said Company shall forthwith pay the sum of $27.10, being the fees, charges and expenses of the said Engineer of and in connection with the said tests, inspection and report.

6. And the Board reserves further inspection, directions and costs.

(Sgd.) JAMES LEITCH,
Chairman of the Ontario Railway and Municipal Board.

(L. S.)

THE ONTARIO RAILWAY AND MUNICIPAL BOARD.

Tuesday the eleventh day of June, A.D. 1907.

Before James Leitch, Esq., K.C., Chairman; A. B. Ingram, Esq., Vice-Chairman, and H. N. Kittson, Esq., Member.

In the Matter of the Application of the South-Western Traction Company, under Section 169 of "The Ontario Railway Act, 1906," for the approval by the Board of the annexed By-law containing tariffs of the tolls to be charged for all traffic carried by the said Company upon its Railway.

Upon the Application of the South Western Traction Company and upon reading the By-law containing tariffs of the tolls to be charged for all traffic carried by the Company upon its Railway and upon considering the map and measurements of the said Railway, filed.

The Board orders that the annexed By-law containing tariffs of the tolls to be charged by the South Western Traction Company for all traffic carried by the Company upon its Railway, be and the same is hereby approved under and in pursuance of Section 169 of "The Ontario Railway Act, 1906."

(Sgd.) JAMES LEITCH,
Chairman of the Ontario Railway and Municipal Board.

(L. S.)

THE ONTARIO RAILWAY AND MUNICIPAL BOARD.

Monday the twenty-fourth day of June, A.D. 1907.

Before James Leitch, Esq., K.C., Chairman; A. B. Ingram, Esq., Vice-Chairman, and H. N. Kittson, Esq., Member.

In the matter of the application of the St. Thomas Street Railway for the approval, under Section 221 of "The Ontario Railway Act, 1906," of Almon Sanford Balsden as Examiner of Motormen for the said Railway.

Upon the application of the St. Thomas Street Railway for the approval under section 221 of "The Ontario Railway Act, 1906," of Almon Sanford Balsden of the City of St. Thomas in the County of Elgin, electrician, as

Examiner of Motormen for the applicants, upon reading the certificates of the International Correspondence School, Scranton, Pennsylvania, as to the fitness of the said Almon Sanford Balsden, and upon hearing what was alleged on behalf of the applicants.

The Board orders that the appointment of the said Almon Sanford Balsden as Examiner of Motormen for the said railway, be and the same is hereby approved, under and in pursuance of section 221 of "The Ontario Railway Act, 1906."

(Sgd.) James Leitch,
Chairman of the Ontario Railway and Municipal Board.

(L.S.)

THE ONTARIO RAILWAY AND MUNICIPAL BOARD.

Monday the third day of June, A.D. 1907.

Before James Leitch, Esq., K.C., Chairman; A. B. Ingram, Esq., Vice-Chairman, and H. N. Kittson, Esq., Member.

In the matter of the application of the Toronto Surburban Railway Company for the approval of its rules and regulations.

Upon the application of the Toronto Surburban Railway Company for the approval, by the Board, of its rules and regulations under and in pursuance of section 153 of the Ontario Railway Act, 1906, and upon reading the copy of the said rules and regulations hereto annexed.

The Board orders that the said rules and regulations of the Toronto Suburban Railway Company be and the same are hereby sanctioned and approved.

(Sgd.) James Leitch,
Chairman of the Ontario Railway and Municipal Board.

(L.S.)

THE ONTARIO RAILWAY AND MUNICIPAL BOARD.

Wednesday the twenty-ninth day of May, A.D. 1907.

Before James Leitch, Esq., K.C., Chairman; A. B. Ingram, Esq., Vice-Chairman, and H. N. Kittson, Esq., Member.

In the matter of the application of the Municipal Corporation of the City of Woodstock, for the approval of the said Corporation's By-law to raise, by the issue of debentures, the sum of $7,045.32 for the extension and improvement of the Woodstock Municipal Electric Light System.

Upon the application of the above named corporation, and upon reading the written application signed by John Butler, Mayor, and John Morrison, City Clerk, the statutory declaration of the said John Butler, George C. Eden, City Treasurer,, and the said John Morrison, the certified copy of the said by-law and the construction account electric light system, filed.

The Board orders that said by-law of the said Municipal Corporation of the City of Woodstock, intituled "By-law No. 371 of the Municipal Corporation of the City of Woodstock, authorizing the Mayor and Treasurer to issue debentures to the amount of $7,045.32 to meet the cost of certain permanent improvements and extensions to the electric light and power system of the said City," be and the same is hereby approved.

(Sgd.) James Leitch,
Chairman of the Ontario Railway and Municipal Board.

THE ONTARIO RAILWAY AND MUNICIPAL BOARD.

Thursday the ninth day of May, A.D. 1907.

Before James Leitch, Esq., K.C., Chairman; A. B. Ingram, Esq., Vice-Chairman, and H. N. Kittson, Esq., Member.

In the matter of the Application of the International Transit Company of the Town of Sault Ste. Marie, in the District of Algoma, for the approval, by the Board under section 209, of The Ontario Railway Act, 1906, of the "Providence" Fender, and of the "Peacock" Brake, in use upon each motor car of the said company.

Upon the application of the said The International Transit Company for the approval, by the Board, of the "Providence" Fender and of the "Peacock" Brake, for use upon each motor car of the said company, and the Board having viewed and observed tests of the said fender and of the said brake, and it appearing that the said company has adopted the said fender, and the said brake, and uses the same in front of and upon each of its motor cars.

The Board orders that the use in the front of each motor car of the International Transit Company of the Town of Sault Ste. Marie in the District of Algoma, of the said "Providence" Fender, and that the use upon each of such cars of the said company of the said "Peacock" Brake, be and the same is hereby approved, under and in pursuance of section 209 of The Ontario Railway Act, 1906, as suitable for use by the said company, having regard to the efficiency of such fender and of such brake, and to the location of the company's line and the speed at which the company's cars may be run, the Board hereby nevertheless expressly reserves the statutory right under the said section to withdraw its approval of the use of the said fender and of the said brake, or either of them by the said company, and to approve from time to time of such different design of fender, or guard, or brake as shall from time to time be satisfactory to the Board.

(Sgd.) A. B. Ingram.
Vice-Chairman of the Ontario Railway and Municipal Board.

THE ONTARIO RAILWAY AND MUNICIPAL BOARD.

Wednesday the twenty-second day of May, A.D. 1907.

Before James Leitch, Esq., K.C., Chairman; A. B. Ingram, Esq., Vice-Chairman, and H. N. Kittson, Esq., Member.

In the matter of the application of the Kingston, Portsmouth and Cataraqui Electric Railway Company, of the City of Kingston, in the Province of Ontario, for the approval, under section 221 of The Ontario Railway Act, 1906, of Alfred E. Oakes, as an Examiner of Motormen, for the said company.

Upon the application of the Kingston, Portsmouth and Cataraqui Electric Electric Railway Company, and upon reading the notice of application, dated May 20th, 1907, the affidavits of Alfred E. Oakes and John N. Campbell, and the letter of C. K. Green, filed, showing the experience and fitness of the said Alfred E. Oakes.

The Board orders that the appointment of the said Alfred E. Oakes of the City of Kingston, in the County of Frontenac, electrician, as an Examiner of Motormen for the said company, be and the same is hereby approved, under and in pursuance of section 221 of The Ontario Railway Act, 1906.

(Sgd.) James Leitch,
Chairman of the Ontario Railway and Municipal Board.

(L.S.)

THE ONTARIO RAILWAY AND MUNICIPAL BOARD.

Wednesday, the seventeenth day of April, A.D., 1907.

Before James Leitch Esq., K.C., Chairman; A. B. Ingram, Esq., Vice-Chairman, and H. N. Kittson, Esq., Member.

In the matter of the application of The International Transit Company of the Town of Sault Ste. Marie, in the District of Algoma, for the approval under section 221 of "The Ontario Railway Act, 1906," of Percy Robinson, as an Examiner of Motormen for the said company.

Upon the Application of The International Transit Company, and upon reading the declarations of Percy Robinson and Thomas John Kennedy, filed, showing the experience and fitness of the said Percy Robinson.

The Board orders that the appointment of the said Percy Robinson of the Town of Sault Ste. Marie, in the District of Algoma, Train Master and Chief Despatcher, as an Examiner of Motormen for the said company, be and the same is hereby approved, under and in pursuance of section 221 of "The Ontario Railway Act, 1906."

(Sgd.) James Leitch,
Chairman of the Ontario Railway and Municipal Board.

(L.S.)

THE ONTARIO RAILWAY AND MUNICIPAL BOARD.

Thursday the twenty-fifth day of April, A.D. 1907.

Before James Leitch, Esq., K.C., Chairman; A. B. Ingram, Esq., Vice-Chairman, and H. N. Kittson, Esq., Member.

In the matter of the application of the Municipal Corporation of the City of Hamilton, for the approval of By-law No. 646 intituled "By-law No. 646 for the issue of debentures for $62,000 for extending the waterworks."

Upon the application of the above named Corporation, upon reading the written application dated the 23rd day of April, 1907, signed by F. R. Waddell, Esquire, solicitor for the applicants, the certified copy of the said By-law, the Declaration of Samuel H. Kent, the Clerk, William R. Leckie, the Treasurer, Thomas J. Stewart, the Mayor, and Ernest G. Barrow, the Engineer of the said city, filed, and the written arguments put in by the said solicitor for the said applicants.

The Board orders that the said By-law of the said Municipal Corporation of the City of Hamilton intituled "By-law No. 646 for the issue of debentures for $62,000 for extending the waterworks" be and the same is hereby approved.

(Sgd.) James Leitch,
Chairman of the Ontario Railway and Municipal Board.

THE ONTARIO RAILWAY AND MUNICIPAL BOARD.

Whereas the Niagara Peninsular Railway Company by an Act passed by the Legislature of the Province of Ontario at the Session thereof held in the year 1907, was authorized and empowered to survey, lay out, construct, complete, acquire, operate, equip, and maintain a railway from a point on the western bank of the Welland Canal, in the Village of Port Colborne, thence westerly through lots numbers twenty-seven, twenty-eight, twenty-nine, thirty, thirty-one, thirty-two, thirty-three of the Township of Humberstone, in the County of Welland, and through certain other lands in said Act more particularly mentioned.

And whereas section 9 of said Bill provides as follows: "In case the council of any municipality through which the said railway passes declares that it is desirable and expedient that the company should have powers of expropriation for the purpose of securing within the limits of the municipality the necessary right of way for that purpose as set forth in the by-law, and if The Ontario Railway and Municipal Board certifies that the building of the proposed railway across the lands described in the by-law is necessary and expedient, the company, upon the registration of the by-law and certificate in the proper registry office, shall in respect of the lands described in the by-law, possess the powers of expropriation conferred by the Ontario Railway Act, 1906, provided that no such by-law shall be passed by the council of any municipality until all owners of lands across which the proposed railway is to run have had at least one week's previous notice in writing of the time when such by-law is to be considered by the council."

And whereas said company by its counsel has represented that it requires the lands hereinafter described for the purposes of the right of way of said railway, said lands being within the Municipality of the Village of Port Colborne, and it appears that the building of said railway across said lands is necessary and expedient.

The Ontario Railway and Municipal Board hereby certifies that the building of the railway of the Niagara Peninsular Railway Company across the following land, that is to say: All and singular that certain parcel or tract of land and premises situate, lying and being in the Village of Port Colborne, in the County of Welland, and Province of Ontario, and being composed of part of lot number twenty-eight in the first concession of the Township of Humberstone, and which may be particularly described as follows: Beginning at a point in the west limit of lot number twenty-eight which is distant three hundred and thirty-six feet, more or less, measured in said

west limit from the northwest angle of said lot number twenty-eight, thence easterly eight hundred and seventy-six feet, more or less to a point in the westerly limit of lands of the Department of Railways and Canals, which is distant from the south limit of Killaley Street, three hundred and twenty-six feet, more or less southerly in said west limit; thence southerly in said west limit of canal lands eighty-six feet to a canal stone; thence westerly in northerly limit of canal lands, fifty-four feet and six inches; thence northerly in easterly limit of King Street, nineteen feet; thence westerly and parallel with the northerly limit of the lands hereby described, eight hundred and twenty-three feet more or less to the westerly limit of said lot number twenty-eight; thence northerly in said westerly limit sixty-six feet to the place of beginning; excepting thereout that part of King Street included within the foregoing metes and bounds; and containing an area of one acre and seventeen one-hundredths of an acre be and the same more or less; is necessary and expedient for the purposes of said railway.

Dated at Toronto this 23rd day of April, A.D. 1907.

(Sgd.) James Leitch.
Chairman of the Ontario Railway and Municipal Board.

ONTARIO RAILWAY AND MUNICIPAL BOARD.

Wednesday the twenty-fourth day of April, A.D., 1907.

Before James Leitch, Esq., K.C., Chairman; A. B. Ingram, Esq., Vice-Chairman, and H. N. Kittson, Esq., Member.

In the matter of the Inspection of the Sandwich, Windsor and Amherstburg Railway under and in pursuance of Section 163 of the Ontario Railway Act, 1906.

Upon the application of the Sandwich, Windsor and Amherstburg Railway under the above mentioned section of the said Act.

The Board orders that James C. Royce of the City of Toronto in the County of York, Consulting Engineer, be and he is hereby appointed and directed to inspect and examine the Sandwich, Windsor and Amherstburg Railway or the portion thereof proposed to be opened, and after such Inspection to report the result of the same to the Board and the Board reserves further directions and orders and directs that the costs and expenses of such Inspection and report be paid by the said the Sandwich, Windsor and Amherstburg Railway.

(Sgd.) James Leitch,
Chairman of the Ontario Railway and Municipal Board.
(Seal)

Report *re* Sandwich, Windsor and Amherstburg Railway.

Toronto, Can., April 27th, 1907.

The Ontario Railway and Municipal Board,
Toronto, Ontario.

Gentlemen,—In accordance with your order issued on the 24th inst., I have made a preliminary inspection of the Windsor and Tecumseh branch

of the Sandwich, Windsor and Amherstburg Railway, and beg to report as follows:—

The said Railway begins at the Town of Walkerville and runs in an easterly direction approximately following the contour of the Detroit River as far as the highway known as Lesperence Road. From this point it takes a southeasterly course by the side of the said highway as far as the Village of Tecumseh.

The line is constructed on a private right-of-way with the exception a portion, near the Town of Walkerville, where it runs on the public highway.

At the time of inspection the right-of-way had been graded and 56 lb. "T" rails had been laid from the Village of Tecumseh almost to the limits of the Town of Walkerville. A considerable portion has not yet been ballasted and it will still be necessary to raise the track to some extent where it passes over the artificially drained district, which I understand is covered with water at certain periods of the year.

The line fences on the right-of-way have not yet been completed, nor have the signs been placed at the crossings. Some attention will also have to be given to the cross drainage.

All bridges and culverts were examined and found to be fairly satisfactory.

A temporary bridge has been built over a stream known as Little River. The centre support consists of two piles which, I understand, have been driven a considerable depth into the river bed. This being the case, the said bridge is quite ample as a temporary structure for light traffic—nevertheless, I direct that the permanent bridge be placed in position without delay.

In order that the said Railway be put in a reasonably safe condition for the immediate handling of passenger traffic, I direct the following work to be carried out forthwith.

The track shall be placed in proper alignment, raised at points where depression occurs, and ties properly packed. This refers more particularly to that portion of the line running westerly from the Lesperence Road.

Proper shims shall be placed beneath the rails on the low culvert located near the Town of Walkerville until such time as the said culvert shall have been raised to conform with the level of the road bed.

I also direct that only light cars be used and that no car shall be operated on any portion of the said Railway at a greater speed than 8 miles per hour, until further permission is granted by the Board after said road is completed and final inspection made.

It is my opinion that, with the above directions reasonably carried out, cars can be operated over this line within the limits of the speed specified with sufficient safety as to warrant the opening of the road for passenger traffic between Walkerville and Tecumseh.

Respectfully submitted,

(Sgd.) J. C. Royce.

THE ONTARIO RAILWAY AND MUNICIPAL BOARD.

Monday the twenty-ninth day of April, A. D., 1907.

Before James Leitch, Esq., K.C., Chairman; A. B. Ingram, Esq., Vice-Chairman, and H. N. Kittson, Esq., Member.

In the matter of the Application of the Sandwich, Windsor and Amherst-

burg Railway for the leave of the Board to open for the carriage of traffic that portion of its Railway extending from the Town of Walkerville to the Village of Tecumseh.

Upon the application of the said Railway, under Section 163 of The Ontario Railway and Municipal Board Act, for leave to open for the carriage of traffic that portion of its line, known as the Windsor and Tecumseh Branch and extending from the Town of Walkerville to the Village of Tecumseh, the Board having appointed and directed James C. Royce of the City of Toronto in the County of York, Consulting Engineer, to examine the said Railway or portion thereof proposed to be opened, and the said James C. Royce having examined and inspected the said Railway, and having by his report, dated April 27th, 1907, (a duplicate of which report is hereto annexed) recommended the opening for the carriage of traffic of the said Branch of the said Railway as therein set forth.

The Board orders that the application of the above named Company for opening of their line of Railway from the Town of Walkerville to the Village of Tecumseh for traffic, be and the same is hereby granted and the Company are hereby authorized to open the said Railway from the Town of Walkerville to the Village of Tecumseh for traffic on Tuesday the 30th day of April, 1907.

The Board further orders that the said Company shall forthwith do and perform the work on, and make the improvements to the said line of Railway, mentioned and set forth in the said report of the said James C. Royce and in all respects comply with the directions therein contained.

The Board further orders that the said Company shall forthwith pay to the said James C. Royce the sum of $55.10 as for fees, charges and expenses of and incidental to his inspection of the said Railway and for his report.

The Board reserves further inspection, direction and order herein.

(Sgd.) James Leitch,

Chairman of the Ontario Railway and Municipal Board.

(Seal)

THE ONTARIO RAILWAY AND MUNICIPAL BOARD.

Monday the thirteenth day of May, A.D., 1907.

Before James Leitch, Esq., K.C., Chairman; A. B. Ingram, Esq., Vice-Chairman, and H. N. Kittson, Esq., Member.

In the matter of the Application of the South-Western Traction Company for the approval, under Section 221 of "The Ontario Railway Act, 1906," of Samuel Walter Mower, as Examiner of Motormen for the said Company.

Upon the application of the South-Western Traction Company for the approval, under Section 221 of "The Ontario Railway Act, 1906," of Samuel Walter Mower, of the City of London in the County of Middlesex, General Manager of the said Company, as Examiner of Motormen for the applicants, and upon examination of the said Samuel Walter Mower,

The Board orders that the appointment of the said Samuel Walter Mower as Examiner of Motormen for the said Company, be and the same is hereby approved, under and in pursuance of Section 221 of "The Ontario Railway Act, 1906."

(Sgd.) A. B. Ingram,

Vice-Chairman of the Ontario Railway and Municipal Board.

(Seal)

THE ONTARIO RAILWAY AND MUNICIPAL BOARD.

Monday the twenty-ninth day of April, A. D., 1907.

Before James Leitch, Esq., K.C., Chairman; A. B. Ingram, Esq., Vice-Chairman, and H. N. Kittson, Esq., Member.

In the matter of the application of the Municipal Corporation of the City of London for the approval of the said Corporation's By-law to raise, by the issue of debentures, the sum of $25,250 to extend the London Waterworks.

Upon the application of the above-named Corporation, and upon reading the written application, signed by J. C. Judd, Mayor, and S. Baker, City Clerk; the certified copy of the said By-law; the satutory declarations of Samuel Baker, Clerk, and John Pope, Treasurer for the said Corporation, and of John McKenzie Moore, Engineer of the Water Commissioners of the City of London, filed.

The Board orders that the said By-law of the said Municipal Corporation of the City of London, intituled "By-law No. to raise the sum of $25,250 to extend the London Waterworks," be and the same is hereby approved.

(Sgd.) James Leitch,

Chairman of the Ontario Railway and Municipal Board.

(Seal)

THE ONTARIO RAILWAY AND MUNICIPAL BOARD

Tuesday the thirtieth day of April, A.D., 1907.

Before James Leitch, Esq., K.C., Chairman; A. B. Ingram, Esq., Vice-Chairman, and H. N. Kittson, Esq., Member.

In the matter of the Application of the Cornwall Street Railway, Light and Power Co., Limited, for the approval under Section 221 of "The Ontario Railway Act, 1906" of William Hodge, as an Examiner of Motormen for the said Company.

Upon the application of the Cornwall Street Railway, Light and Power Company, Limited, for the approval, by the Board under Section 221 of "The Ontario Railway Act, 1906," of William Hodge of the Town of Cornwall in the County of Stormont, Superintendent of the above-mentioned Company, as an Examiner of Motormen for the said Company.

The Board orders that the appointment of the said William Hodge as an Examiner of Motormen for the said Company, be and the same is hereby approved, under and in pursuance of Section 221 of "The Ontario Railway Act, 1906."

(Sgd.) James Leitch,

Chairman of the Ontario Railway and Municipal Board.

(Seal)

THE ONTARIO RAILWAY AND MUNICIPAL BOARD.

Friday the third day of May, A.D., 1907.

Before James Leitch, Esq., K.C., Chairman; A. B. Ingram, Esq., Vice-Chairman, and H. N. Kittson, Esq., Member.

In the matter of the Application of the Peterborough Radial Railway Company, for the approval under Section 221 of "The Ontario Railway Act, 1906," of J. Herbert Larmonth, as Examiner of Motormen for the said Company.

Upon the application of the Peterborough Radial Railway Company for the approval under Section 221 of "The Ontario Railway Act, 1906," of J. Herbert Larmonth of the City of Peterborough in the County of Peterborough, Civil and Electrical Engineer and General Manager of the said Company as Examiner of Motormen for the applicants, and upon examination of the said J. Herbert Larmonth,

The Board orders that the appointment of the said J. Herbert Larmonth, as Examiner of Motormen for the said Company, be and the same is hereby approved, under and in pursuance of Section 221 of "The Ontario Railway Act, 1906."

(Sgd.) James Leitch,
Chairman of the Ontario Railway and Municipal Board.

(Seal)

THE ONTARIO RAILWAY AND MUNICIPAL BOARD.

Friday, the third day of May, A.D., 1907.

Before James Leitch, Esq., K.C., Chairman; A. B. Ingram, Esq., Vice-Chairman, and H. N. Kittson, Esq., Member.

In the matter of the Application of the Peterborough Radial Railway Company for the approval by the Board, under Section 209 of "The Ontario Railway Act, 1906," of the "Providence" fender, in use in the front of each motor car of the said Company.

Upon the application of the Peterborough Radial Railway Company for the approval by the Board of the "Providence" fender for use in the front of each motor car of the said Company, and the Board having viewed and observed tests of the said fender and it appearing that said Company has adopted the said fender and uses the same in front of each of its motor cars.

The Board orders that the use in the front of each motor car of the Peterborough Radial Railway Company of the said "Providence fender, be and the same is hereby approved, under and in pursuance of Section 209 of "The Ontario Railway Act, 1906," as suitable for use by the said Company having regard to the efficiency of such fender, and to the location of the Company's line and the speed at which the Company's cars may run, the Board hereby, nevertheless, expressly reserves the statutory right under the said Section to withdraw its approval of the use of the said fender by the said Company, and to approve from time to time of such different design of fender or guard as shall from time to time be satisfactory to the Board.

(Sgd.) James Leitch,
Chairman of the Ontario Railway and Municipal Board.

(Seal)

THE ONTARIO RAILWAY AND MUNICIPAL BOARD.

SPECIFICATIONS FIXING THE STANDARD REQUIREMENTS OF TELEPHONE SYSTEMS TO BE INSTALLED UNDER THE ACT RESPECTING LOCAL MUNICIPAL TELEPHONE SYSTEMS, 6 EDW. VII., CAP. 41, AND THE ERECTION AND CONSTRUCTION OF SUCH SYSTEMS, AND THE INSTRUMENTS AND APPLIANCES TO BE USED IN CONNECTION THEREWITH.

A pole line, if twenty miles in length or under, shall unless otherwise specified, consist of poles of not less than 20 feet in length, with four inch tops, which will be sufficient to carry two wires. No. 12 or 14 British Standard Gauge BB. galvanized iron, attached to oak or other durable hardwood side-brackets, painted with two coats of metallic paint, and nailed to the pole with two suitable wire nails in each bracket.

Poles.—A line between twenty and forty miles in length shall consist of poles not less than 25 feet in length, 4 inches in diameter at top, which will be sufficient to carry four wires No. 12 or 14 British Standard Gauge BB. galvanized iron, attached to side-brackets as above. A line from forty to eighty miles in length shall consist of poles not less than 25 feet in length, 5 inches in diameter at top, which will be sufficient to carry twelve wires No. 12 or 14 British Standard Guage BB. galvanized iron, attached to two six pin cross arms. All lines over eighty miles shall consist of poles of not less than 25 feet in length, 6 inches in diameter on top, which will be sufficient to carry twenty wires on two ten-pin cross-arms.

Wire.—No. 14 British Standard Gauge BB. galvanized iron wire 90 lbs. to the mile is suitable for lines up to 20 miles in length. No. 12 British Standard Gauge BB. galvanized iron wire 150 lbs. per mile is suitable for lines up to 40 miles. No. 9 British Standard Gauge BB. galvanized iron wire 288 lbs. per mile is suitable for lines up to 80 miles. No. 12 or 13 New British Standard Gauge H.D. copper wire should be used for lines over 80 miles in length.

Location.—In locating the line, measure off and place stakes for poles at distance of 175 feet for lines up to 12 wires, equal to 30 poles per mile; and distances of 155 feet for lines up to 20 wires, equal to 32 poles per mile, clear of water courses, and as far from the roadway as possible. Measure distance without regard to obstacles, and place poles as near stakes as possible. On corners, shorten up the last span to 135 feet and make a double corner. On heavy curves shorten the stretches 10 feet.

Obstacles.—Use all reasonable expedients to clear trees; obtaining the right to trim; using poles 20 feet in length if necessary to pass wires under trees, and crossing the roadway as a last resort. Wire should, if possible, be four feet from the obstacle or other lines.

Pole Distribution.—In distributing the poles, place the heaviest on corners, and the straightest and best poles opposite residences. In towns, villages and at road crossings, no wire or attachment to poles shall be of less height than 20 feet from the crown of the road, and at railway crossings, 25 feet from the top of the rails.

Lightning Rods.—Attach a lightning rod of one No. 9 galvanized iron wire, by galvanized steel staples, placed two feet apart, to every fifth pole, making two hand turns of rod under bottom of pole; extend up the pole and end it three inches above the pole top. All poles must be peeled and trimmed and top made roof shape.

Pole Setting.—Set poles in the ground not less than four feet, and deeper

if the frost depth is greater than four feet. In rock set poles to a depth of two feet. Where construction in solid rock would be too expensive, use stone cairns if sufficient loose stones can be had. Set all poles perpendicularly, except on curves and corners, where they may be leaned slightly against the strain.

Holes.—Dig all holes large enough to admit pole without stabbing or hewing, and full size at the bottom, to permit the use of iron tampers. When the pole is in position use one shovel to two tampers, packing the filling continuously until the hole is filled. Pile the soil above the surface and pack firmly around the pole. Clean ditches and restore the surface of the highway to its original condition. In filling holes, use coarse soil or gravel at top of hole.

Side-Brackets.—Attach side-brackets not less than ten inches apart. Where two wires are strung, place second bracket on opposite side of the pole. On curves and corners place all side-brackets on the side of the pole against the strain. When the line crosses the road, place the side-brackets in the same relative position as at the starting point.

Cross Arms.—Cross arms should be placed in gains cut in the pole ½ inch deep, the centre of top gain 9 inches from the top of pole, and the second gain not less than 16 inches below top gain. Cross arms should be not less than 3 inches by 4 inches, equipped with hardwood top pins fastened in arm by a nail. Pins to be not less than 12 inch centres with 17 inch centres for pole space. Arms to be fastened to the pole by not less than two 7x½ inch lag screws for a six-pin arm, and three 7x½ inch lag screws for a ten-pin or a ⅝ inch machine bolt through pole. Arms to be braced with iron braces attached to the arm by a ⅜ inch bolt, and to the pole by not less tha 4x⅜ inch iron lag screw.

Guys and Anchors.—Use guy stubs only at corners, where it is necessary to raise guys to proper distance over streets. Only use anchors when cheaper guying cannot be done. Use a galvanized iron thimble on all guy rods, turn buckles or other iron attachments, liable to injure guy wires. Attach a noticeable piece of wood six inches long to rod and guy, where pedestrians or cattle are liable to come in contact with anchor.

Side Props.—Use side props where necessary. Line props may also be used on corner poles. Poles should be from 8 to 15 feet in length, set in the ground from 1 to 2 feet, not less than 6 feet from the butt of line pole and be fastened with spikes or wire nails.

Road Crossings.—Make road crossings at an angle of 45 degrees, and sufficiently re-inforced by guys or braces to withstand strain. Guy crossings and corners with side guys in the manner most applicable to existing conditions.

Guys.—Guy wires should be of No. 9 iron wire for four inch tops, and 2 No. 9 wires twisted, or wire rope seven strands of No. 16 for five and six inch tops. Wrap the ends of guys twice around the pole, and so arrange the wrapping as to bind on the back of the pole. Use staples if there is a downward draw.

Guying to trees.—Guys may be attached to suitable trees, if the consent of the owner has been obtained. Attach to the tree trunk in all cases, except when possible to use a cross-piece of hardwood in the crotch of the tree. Protect the tree trunk by covering it with strips of wood, each strip to be not less than one inch thick, six inches in length, and not over two inches wide. Pass the wire once around the tree, with not less than twelve inches between the first twist and the tree.

Rock Guy.—Attach guys to solid rock by using a self-wedging eye bolt.

Stringing Wires.—String wires in such a manner as to avoid kinking the wire or other damage and interference with, or interruption to other wires.

Insulators.—Use pony insulators. Tie wires or side-brackets on the side of insulators nearest pole. On curves or corners of side-bracket lines tie the wires so that the strain shall be against the insulator.

Joints.—When connecting iron wires first clean the wire, then use pliers and connectors with not less than five turns on each side of joint after which solder it by dipping.

Transpositions.—Metallic circuit lines carried on side-brackets shall be transposed by using a two pin cross arm for changing the relative positions of the wires on the pole. Where the lines are carried on cross arms use double transposition insulators and pins.

Leading in Wires.—Leading in wires shall be No. 16 B. & S. braided rubber insulated wire paired, or the regular line wire may be used and attached to buildings by using porcelain insulators with screw or side brackets, and entering the building through porcelain tubes, or they may be deadened, and rubber covered wire carried into the building to the protectors, which should be placed as near as possible to the entrance of the building.

Instruments.—Standard instruments and lightning protectors such as are made by reliable manufacturers, shall be used. Only the best apparatus should be installed, as cheap devices are unsatisfactory, both from a service and maintenance point of view.

Railway Crossings.—When it is necessary to carry wires over any railway under the jurisdiction of this Board, the crossing shall be constructed according to the Board's standard specifications prepared in pursuance of ss. 5, sect. 56, Ontario Railway Act, 1906.

Dated this 4th day of May, A.D. 1907.

(Sgd.) James Leitch,
Chairman.

(Sgd.) A. B. Ingram,
Vice-Chairman.

(Sgd.) H. N. Kittson,
Member.

THE ONTARIO RAILWAY AND MUNICIPAL BOARD.

Tuesday, the fourteenth day of May, A.D. 1907.

Before James Leitch, Esq., K.C., Chairman; A. B. Ingram, Esq., Vice-Chairman, and H. N. Kittson, Esq., Member.

In the matter of the application, under 4 Edward VII. (Ontario) Chapter 22, Section 11, of the Municipal Corporation of the Town of of Fort Frances for the approval of the said Corporation's By-law No. 121, providing for the payment of an increased rate of interest on the debenture debt created by By-law No. 101 of the said Corporation.

Upon the application of the above named Corporation, and upon reading the notice of the application herein, By-law No. 121 of the said Corporation, the certified copy of the said By-law No. 101, the statutory declaration of Herbert Williams, Mayor, William Herbert Elliott, Town Clerk, and William James Clark, Treasurer of the Corporation of the Town of Fort Frances, filed, and upon reading the statutory declaration of Joseph A. Osborne, Municipal Councillor of the Town of Fort Frances, filed.

The Board orders that the said By-law No. 121 of the said Municipal Corporation of the Town of Fort Frances, intituled "By-law No. 121 to amend By-law No. 101 of the Town of Fort Frances for the purpose of providing for the payment of an increased rate of interest on the debenture debt created thereby, and for levying amounts or rates necessary to pay such increased rate of interest in lieu of the rate of interest and the amounts or rates to pay the same provided for in said By-law 101." be and the same is hereby approved under and in pursuance of section 388*b* of "The Consolidated Municipal Act, 1903" (4 Edward VII., Chapter 22, Section 11 (Ontario)).

(Sgd.) JAMES LEITCH,
Chairman of the Ontario Railway and Municipal Board.

(Seal)

THE ONTARIO RAILWAY AND MUNICIPAL BOARD.

Monday, the twentieth day of May, A.D. 1907.

Before James Leitch, Esq., K.C., Chairman; A. B. Ingram, Esq., Vice-Chairman, and H. N. Kittson, Esq., Member.

In the matter of the application of the Municipal Corporation of the Town of Owen Sound for an Order approving of By-law No. 1,242 of said Town, providing for the investment of $22,325.00 of the sinking funds of the said Corporation in debentures, issued under certain by-laws of the said town.

Upon the application of the Municipal Corporation of the Town of Owen Sound, upon reading the notice of application, the certified copies of By-laws Nos. 554, 555, 973, 975, 1,031, 1,032, 1,169 1,197 and 1,242 of the said Corporation, the affidavits of Matthew Kennedy, Mayor, Charles Gordon, Town Clerk and Alfred J. Spencer, Town Treasurer, and the certificate of the Manager of the Traders' Bank at Owen Sound, filed,

The Board orders, under and in pursuance of section 420 of "The Consolidated Municipal Act, 1903," and of section 53 of "The Ontario Railway and Municipal Board Act, 1906," that the said By-law No. 1,242 of the Municipal Corporation of the Town of Owen Sound, intituled "By-law No. 1,242, a by-law to invest the sum of $22,325.00 of the sinking funds of the Corporation of the Town of Owen Sound in the purchase of debentures issued under certain by-laws herein mentioned," be and the same is hereby approved.

(Sgd.) JAMES LEITCH,
Chairman of the Ontario Railway and Municipal Board.

(Seal)

THE ONTARIO RAILWAY AND MUNICIPAL BOARD.

Friday, the twenty-first day of June, A.D. 1907.

Before James Leitch, Esq., K.C., Chairman; A. B. Ingram, Esq., Vice-Chairman, and H. N. Kittson, Esq., Member.

In the matter of the application of the Hamilton Street Railway Company for the sanction of its rules.

Upon the application of the Hamilton Street Railway Company, and upon reading the copy of the rules of the said Company hereto annexed,

The Board orders that the said rules of the said The Hamilton Street Railway Company, be and the same are hereby sanctioned and approved.

(Sgd.) James Leitch,
Chairman of the Ontario Railway and Municipal Board.

(Seal)

THE ONTARIO RAILWAY AND MUNICIPAL BOARD.

Richmond Street Curves.

Thursday, the twenty-third day of May, A.D. 1907.

Before James Leitch, Esq., K.C., Chairman; A. B. Ingram, Esq., Vice-Chairman, and H. N. Kittson, Esq., Member.

Between the Toronto Railway Company, Applicant, and the Corporation of the City of Toronto, Respondent.

Upon the application of the above-named Applicant in presence of the Applicant and Respondent, upon hearing the evidence adduced on behalf of the Applicant and Respondent, and upon hearing Counsel for the Applicant and Respondent, and Counsel for the Applicant undertaking that in the event that this order is reversed on any appeal that may be taken therefrom, the Applicant will take up the said curves and replace the crossing and pavement as at present existing.

The Board declare that the Company have the right to construct and order that the Respondent, its officers, servants and agents, refrain, and they are hereby enjoined from doing any acts to prevent the Applicant from constructing the curves in question at the corner of Yonge and Richmond Streets in the City of Toronto, as set forth on the plan filed as an exhibit at the trial hereof.

And the Board further orders that the Respondent pay the sum of ten dollars for stamps required for this order, and makes no other order as to costs.

(Sgd.) James Leitch,
Chairman of the Ontario Railway and Municipal Board.

THE ONTARIO RAILWAY AND MUNICIPAL BOARD.

Between the Toronto Railway Company, applicants, and the Corporation of the City of Toronto, respondents.

Judgment in the Richmond Street Curve Case.

This difficulty between the company and the city arises in connection with what is commonly known as the Richmond Street loop. The application was rendered necessary by reason of the action of the city in preventing the company from constructing the curves at the intersection of Yonge and Richmond Streets. The company base their application in the first instance upon the agreement of the 1st of September, 1891, as validated by 55 Vic. cap. 99, which they say entitles them to construct and operate tracks for the purposes of the railway upon any or all of the streets in the City of Toronto.

In support of this contention the company rely upon the judgment of the Privy Council lately rendered, in what is known as the Omnibus Case, in which it was held that it is for the company, and not for the City Engineer with the approval of the City Council to determine what new lines shall be laid down upon the streets within the city as existing at the date of the agreement, and what routes shall be adopted by the company. It is contended by the company that the action of the city, preventing them from constructing curves, is a breach, by the city, of the agreement existing between the city and the company, which enables the company to invoke section 63 of the Ontario Railway and Municipal Board Act of 1906. The city contends that the Board have no jurisdiction for the reason that the company's right, if any arises under section 4 of 55 Vic. cap. 99 and is statutory, and not by reason of the breach of an agreement, and, therefore, does not come within section 63 of the Board Act.

By paragraph 11 of the contract of the 1st of September, 1896, the city grants to the purchasers, now the company, the exclusive rights for twenty years, with an extended period of ten years, to operate surface street railways within the City of Toronto.

It is contended that section 4 of 55 Vic. cap. 99, gives the company power beyond the agreement. Granting this, yet the agreement in itself gives the exclusives right to operate a street railway system in the city. This must carry with it the right to build and construct the tracks, switches, turn-outs, etc., necessary for the operation of the system. The Board are of the opinion that, notwithstanding the statute, the company's rights are contractual and the action of the city in preventing the company from constructing curves in connection with the Richmond Street loop is a breach of the agreement between the company and the city, and section 63 of the Ontario Railway and Municipal Board Act of 1906 can be invoked by the company. By virtue of that section the Board can hear all matters relating to the alleged violation or breach of agreement, and can make such order as to the same as to it may seem, having regard to all the circumstances of the case, reasonable and expedient, and in such order may in its discretion direct the company or the municipality to do such things as are necessary for the proper fulfilment of the agreement, or to refrain from doing such acts as constitute a violation or a breach thereof.

In addition to the above, the Board are of opinion that the Company's application can also be sustained under paragraph 14 of the conditions.

The evidence establishes the fact, that as a result of considerable negotiation between the President, the General Manager of the company and the Mayor, and members of the Board of Control, the construction of what are known as the Scott Street, Wellington Street and Richmond Street loops, was agreed to. The understanding arrived at, as to these loops, was really a truce in the hostilities that were then in progress between the city and the company, which was creditable to both parties and was in the public interest.

The General Manager, Mr. Fleming, says in his evidence that the curves intersections,, etc., were included in the understanding as to the loops. The Mayor and Controllers, and the City Engineer, who were called as witnesses, admit that the curves were mentioned and discussed. In pursuance of the negotiations and the understanding that was arrived at between the President, the General Manager of the company, and the Mayor, the Controllers, and the City Engineer; the City Engineer, on the 13th of March, 1906, recommended the construction of the Scott Street, Wellington Street and Richmond Street loops. The special work, such as intersections, curves, points, etc., necessary for the construction of these loops, are not in terms mentioned by Mr. Rust, the City Engineer, in his recommendation. Following the Engingeer's recommendation, the City Council, on the 26th of March, 1906, passed By-law No. 4,689, to establish and lay down what is known as the Richmond Street loop. Nothing is said in the By-law as to the intersections, curves or points that are required in the work of construction.

On the 26th of May, 1906, the City Engineer wrote the following letter to the company: "We are now ready to commence work on the Scott, Wellington and Richmond Street loops, but before we can do this it will be necessary to have a plan, showing your curves and intersections." In pursuance of this letter, the President and General Manager of the company called on the City Engineer and exhibited to him a plan of the Richmond Street loop at the intersection of Yonge and Richmond Streets. This drawing showed the details of the curves in question in this matter. The City Engineer was aware that the special work, which includes intersections, curves and points, had to be procured by the company from England, and that the company were ordering such special work according to the detailed drawings, which were exhibited then to him. He raised no objection to the curves, or in fact to any portion of the plan. The plan was taken away by the President or General Manager, and no further question was raised by the Engineer about the curves until a short time ago. The steel for the intersections, curves, etc., arrived from England last December. When the intersections were being laid last December, the City Engineer requested the company to delay putting in the curves until spring in order to avoid the frost. The material for the curves is stated to have cost upwards of $6,000, and is useless for any other purpose.

Although nothing is said specifically, either in the Engineer's recommendation or in the By-law, about the intersections, curves and points that were necessary for the construction of the Richmond Street loop, and which were delineated on the plan exhibited to the City Engineer, it is clear from the evidence and from the Engineer's letter that these by fair intendment, must have been included by him in his recommendation, and in the by-law passed in pursuance thereof.

The Manager of the company has pleged his oath that these curves are necessary for the operation of the Richmond Street loop, that they are

urgently required by the company for their traffic during the reconstruction of the King Street lines, and that they will be useful to the company in case of fire, or other sudden interruption of traffic.

The only objection, stated by Mr. Rust, the City Engineer, to these curves, is that they might be used by the company for the improper purpose of shortening their routes on certain lines. The Board does not feel that it would be reasonable or expedient to force the company to consign to the scrap heap so much expensive material by denying them the right to build these curves by reason of the mere suspicion of their improper use.

The Board, for the reasons above given, and in the exercise of their discretion, order the city to refrain from doing any acts to prevent the company from constructing the curves in question at the corner of Yonge and Richmond Streets set forth on the plan filed as an exhibit at the trial.

The city are enjoined from preventing the company from constructing the curves in question. The Board makes no order as to costs, except that the city shall pay the sum of $10 for a one day's trial for stamps on the formal order.

Dated this 23rd day of May, 1907.

(Sgd.) James Leitch,
Chairman.

(Sgd.) A. B. Ingram,
Vice-Chairman.

(Sgd.) H. N. Kittson,
Member.

Toronto, April, 27th.

To the Ontario Railway and Municipal Board, Mr. James Leitch, Chairman.

Dear Sirs,—Complying with your instructions of April, I have carefully inspected and tested all fenders submitted, April 25 and 26th, and regret there is nothing I can recommend for your approval.

The Quin Automatic Fender, with certain changes, on which the inventors are now working, may be acceptable.

I recommend that in conjunction with the Jenkins or any other protruding fender or safety device, that a wheel guard such as "The Root Automatic Wheel Guard" or "The Sterling-Meaker" be used in every case.

Under section 217, clause (*b*) of the Act, quoted in my report of January 19th, 1907. I recommend that the city be required to keep the pavements of the street between the tracks and rails and adjacent to the rails level, and no higher than the present tops of the rails with little or no crown to enable the streets to present a surface with which the rails may be laid flush, taking into consideration:

1st. That the agreement between the city and the Street Railway, provides that the city keep these pavements in shape.

2nd. That the Street Railway pay the city $800 per mile per annum rent for same.

3rd. That the city traffic and not the cars cause the present unevenness.

4th. That this unevenness renders it absolutely impossible to construct a fender that will give satisfaction, and

5th. That the responsibility of their not working properly will therefore rest largely with the city if this bad condition is allowed. I recommend that the city remedy this condition at their expense, and that you allow nothing to be higher than the tops of the rail. One high Belgain block on a line necessitates carrying all fenders on that line at a height decidedly dangerous to the lives of our public.

All of which is respectfully submitted.

I am,

Yours very truly,

(Sgd.) J. F. H. Wyse.

THE ONTARIO RAILWAY AND MUNICIPAL BOARD.

Friday, the thirty-first day of May, A.D. 1907.

Before James Leitch, Esq., K.C., Chairman; A. B. Ingram, Esq., Vice-Chairman, and H. N. Kittson, Esq., Member.

In the matter of the application, under 4 Edward VII. (Ontario) cap. 22 section 11, of the Municipal Corporation of the Town of Thorold, for the approval of the said Corporation's By-law No. 188, providing for the payment of an increased rate of interest on the Debenture Debt created by By-law No. 183 of the said Corporation.

Upon the application of the above-named Corporation, and upon reading the notice of application, the certified copy of said By-law No. 188, the certified copy of said By-law No. 183, and the statutory declaration of Donald J. C. Munro, Town Clerk, filed.

The Board orders that the said By-law No. 188 of the said Municipal Corporation of the Town of Thorold, intituled "By-law No. 188. A by-law to amend By-law No. 183," be and the same is hereby approved, under and in pursuance of section 388*b* of "The Consolidated Municipal Act, 1903," (4 Edward VII, cap. 22, section 11 (Ontario).

(Sgd.) James Leitch,
Chairman of the Ontario Railway and Municipal Board.

(L.S.)

REPORT *re* NEWMARKET—JACKSON'S POINT EXTENSION OF THE TORONTO AND YORK RADIAL RAILWAY.

Toronto, Can., June 4th, 1907.

The Ontario Railway and Municipal Board,
Parliament Buildings,
Toronto, Can.

Gentlemen,—In accordance with your order issued on the 30th ult., I have made a preliminary inspection of the Jackson's Point extension of the Toronto and York Radial Railway, and beg to report as follows:

The said extension is constructed on a private right of way from South Newmarket to Jackson's Point, a distance of some 24.5 miles. Sixty pound

rails have been used, and the road has been built to handle fairly heavy traffic.

At the time of inspection the road had almost been completed, and a large portion has been exceptionally well laid and ballasted.

The fences, cattle guards and signs had not yet been placed at the highway crossings.

There is still some work to be done in connection with the drainage, and more filling will be required to widen the embankment near William's cut. Station accommodation has not yet been provided. It is understood that the company expects to have the above-mentioned work completed at an early date.

The trestle over Jersey Creek has settled somewhat at both ends, and the rails have been temporarily shimmed up to conform with the grade level.

The railway crosses over the G.T.R. at Newmarket on a plate girder bridge supported on concrete piers with a span of eighty-two feet. The approaches to this bridge consist of wooden trestle work. The north approach is constructed on a curve on which superelevation has been provided for as far as practical.

Guard timbers in proximity to the rails have not yet been placed on either of the above trestles.

In order that the said railway may be opened up for the immediate handling of passenger traffic, I direct that the following work be carried out forthwith:

The ends of the trestle over Jersey Creek shall be raised to conform with the grade level, so that the shims can be removed from beneath the rails. Guard timbers shall be placed on the above mentioned bridge and trestles. Said guard timbers shall be at least 6 inches by 8 inches boxed out, placed edgewise and well bolted, or the same may be placed flatwise and faced with angle iron on the inner edge.

The rails shall be well spiked at the culverts and proper shims shall be put in until such times as said culverts are made to conform with the grade level.

Cattle guards and fences shall be placed at highway crossings, and the kink in the track at crossing south of Keswick shall be straightened out.

I also direct that no car shall be operated over the trestle near Newmarket at a greater speed than six miles per hour until further permission is granted by the Board after the road is completed and final inspection made.

It is my opinion that with the above directions reasonably carried out, cars can be operated with sufficient safety to warrant the opening of the said extension for passenger traffic between Newmarket and Jackson's Point.

Respectfully submitted,

(Sgd.) J. C. Royce.

THE ONTARIO RAILWAY AND MUNICIPAL BOARD.

Tuesday, the fourth day of June, A.D., 1907.

Before James Leitch, Esq., K.C., Chairman; A. B. Ingram, Esq., Vice-Chairman, and H. N. Kittson, Esq., Member.

In the matter of the application of the Toronto and York Radial Rail-

way Company, Metropolitan Division, for the leave of the Board to open for the carriage of traffic, that portion of its railway extending from the Town of Newmarket to Jackson's Point.

Upon the application of the said company, under section 163 of "The Ontario Railway Act, 1906," for leave to open for the carriage traffic that portion of its line extending from the Town of Newmarket to Jackson's Point, the Board having appointed and directed James C. Royce, of the City of Toronto, in the County of York, Consulting Engineer, to examine the said railway or portion thereof proposed to be opened, and the said James C. Royce having examined and inspected the said railway, and having by his report, dated June 4th, 1907, (a duplicate of which report is hereto annexed), recommended the opening for the carriage traffic of the said portion of the said railway as therein set forth.

The Board orders that the application of the above-named Company for opening of their line of railway from the Town of Newmarket to Jackson's Point for traffic, be and the same is hereby, granted and the company are hereby authorized to open the said railway from the town of Newmarket to Jackson's Point for traffic on Wednesday the 5th day of June, 1907.

The Board further orders that the said Company shall forthwith do and peform the work on, and make the improvements to the said line of Railway, mentioned and set forth in the said report of the said James C. Royce and in all respects comply with the directions therein contained.

The Board further orders that the said Company shall forthwith pay to the said James C. Royce, the sum of thirty dollars as and for fees, charges and expenses of and incidental to his inspection of the said Railway and for his report.

The Board reserves further inspection, direction and order herein.

(Sgd.) James Leitch.
Chairman of the Ontario Railway and Municipal Board.

(L. S.)

THE ONTARIO RAILWAY AND MUNICIPAL BOARD.

Friday the 5th day of June, 1907.

Before James Leitch, Esq., K.C., Chairman; A. B. Ingram, Esq., Vice-Chairman; H. N. Kittson, Esq., Member.

Between The Hamilton Street Ry. Co., Applicants and The Corporation of the City of Hamilton, Respondents.

Upon the application of the above named Applicants dated 29th day of May, 1907 and upon hearing the evidence given on behalf of the above-named Applicants and Respondents at Hamilton and what was alleged by Counsel for both parties.

1. The Board orders and directs as follows:

1. That clause 2 of the order of the Board dated 28th day of January, 1907, be varied to read as follows:

"2. The Board further orders and directs that all loose joints shall "be tightened and all low joints in the rails mentioned in Wyse and Middle-"mist's report shall be repaired with suitable fish plate with the necessary "joggle which will not depend on the shear of the bolts and as extra support "a steel plate be placed under the joint and on top of the supporting tie."

2. The Board further orders and directs that paragraph 10 of the order of the Board dated 28th day of January, 1907, be and the same is hereby rescinded, and the following paragraph substituted therefor.

The Board directs that the cars shall be well and sufficiently heated and hard coal may be used for such purpose.

The Board reserves further order and direction and makes no order as to costs.

(Sgd.) James Leitch.
Chairman of the Ontario Railway and Municipal Board.

THE ONTARIO RAILWAY AND MUNICIPAL BOARD.

Between The Hamilton Street Railway Company, Applicants, and The Corporation of the City of Hamilton, Respondents.

In this Application the Company ask that paragraph 2 of the order of the Board, dated 28th of January, 1907, which provided for the repair of all loose joints, should be varied, that paragraph 10, which directed the cars to be heated by electricity, should be rescinded, and in reference to paragraph 12 of the Judgment, which ordered the necessary new special work to be put in within a year, that the Company be relieved from compliance with the provisions thereof, until the matter of widening the devil strip between the Company's tracks has been finally agreed upon between the Company and the City or that the Board make such order with regard to the widening of the devil strip as to the Board may seem necessary or expedient.

The Company complains that it is impracticable to repair the joints of the rails, as directed by the order of the 28th January, 1907, with a continuous plate which would pass under the foot of the rail on each side with a joggle sufficient to raise the lowest worn portion of the rail to grade level or to the top of the high rail. The difficulty in using a continuous rail joint seems to be that it can not be joggled to raise the lowest rail head to the top of the high rail, and that its use would involve a rearrangement of the ties at each joint, requiring repair. The Company ask as a substitute, that all loose joints should be tightened and all low joints should be repaired with a suitable fish plate, which will not depend upon the shear of the bolts with an extra support of a steel plate placed under the joint on top of the supporting tie.

At the trial of this matter the Company exhibited to the Board a rail joint with a fish and supporting plate, which they proposed as a substitute for the continuous rail joint. Several witnesses were called by the Company to prove that it was impossible to use a continuous rail joint in such repair as was required to be made to the rail joints, and that the mode of repair, which they asked to have substituted was equally as good as a continuous rail joint. In accordance with the evidence and in view of the specimen fish and supporting plate exhibited by the Company to the Board, the Board direct that the Company may make the substitution for clause 2 asked for, and that all loose and low joints in the tracks may be repaired with a suitable fish plate, which will not depend on the shear of the bolts, and that as an extra support a steel plate shall be placed under the joint on top of the supporting tie.

In reference to the application to be relieved from heating the cars with electricity, as required by paragraph 10 of the order of the 28th January, 1907, it is clear from the evidence now adduced that the heating of the Company's cars with electricity would costs for electric current alone about $15,000 per annum, and that the expense of installing electric heaters and supplying the necessary current to heat the cars would be a waste of money, electric heating being far beyond the cost of heating the cars as effectively with coal stoves. As the Company have in stock sufficient coal stoves necessary for heating the cars and as the cars can be sufficiently and very much more economically heated with coal, the Board are disposed to relieve the Company from paragraph 10 of the order. The Board are of opinion that the Company can, instead of spending a large sum of money in installing a new heating system in old cars, more usefully spend their money on repairs that are absolutely necessary. The Board directs that the cars shall be well and sufficiently heated with coal.

In reference to paragraph 12, of the Board's order of the 28th January, 1907, the Board see no reason why the Company should be relieved from this portion of the order.

Until the City, by some overt act, prevents the Company from putting in their special work having a devil strip such as is in the Company's opinion necessary suitable, the Company's rights cannot come squarely before the Board for determination. Although the Company's proposal to widen the devil strip as suggested appears reasonable, yet as the matter stands, it is not ripe for the Board's adjudication.

The Board reserves further order and direction. The formal order can be drafted by the Company's solicitor and submitted to the City Solicitor for approval, and if they cannot agree, it can be settled by the Secretary.

The Board makes no order as to cost.

Dated this 5th day of July, A.D. 1907.

(Sgd.) James Leitch,
Chairman.
(Sgd.) A. B. Ingram,
Vice-Chairman.
(Sgd.) H. N. Kittson,
Member.

THE ONTARIO RAILWAY AND MUNICIPAL BOARD.

Thursday the thirteenth day of June, A.D. 1907.

Before James Leitch, Esq., K.C., Chairman; A. B. Ingram, Esq., Vice-Chairman, and H. N. Kittson, Esq., Member.

In the Matter of the Application of the Niagara Falls Park and River Railway Company for the sanction of its rules.

Upon the applicaton of the Niagara Falls Park and River Railway Company, and upon reading the copy of the rules of the said Company hereto annexed.

The Board orders that the said Rules of the said the Niagara Falls Park and River Railway Company, be and the same are hereby sanctioned and approved.

(Sgd.) James Leitch.
Chairman of the Ontario Railway and Municipal Board.

(L. S.)

THE ONTARIO RAILWAY AND MUNICIPAL BOARD.

Monday the tenth day of June, A.D. 1907.

Before James Leitch, Esq., K.C., Chairman; A. B. Ingram, Esq., Vice-Chairman, and H. N. Kittson, Esq., Member.

In the Matter of the Application of the Niagara Falls Park and River Railway Company, for the approval, under Section 221 of "The Ontario Railway Act, 1906," of Edward Garrett as examiner of motormen for the said Company.

Upon the Application of the Niagara Falls Park and River Railway Company, for the approval under section 221 of "The Ontario Railway Act 1906," of Edward Garrett of the City of Niagara Falls in the Province of Ontario, Assistant Superintendent of the said Company, as Examiner of Motormen for the Applicants, and upon hearing what was alleged by N. P. Baker, Division Superintendent, and Mr. Chambers, General Agent of the said Company.

The Board orders that the appointment of the said Edward Garrett as Examiner of Motormen, for the said Company, be and the same is hereby approved, under and in pursuance of Section 221 of "The Ontario Railway Act 1906."

(Sgd.) James Leitch,
Chairman of the Ontario Railway and Municipal Board.

(L. S.)

THE ONTARIO RAILWAY AND MUNICIPAL BOARD.

Thursday the sixth day of June, A.D. 1907.

Before James Leitch, Esq., K.C., Chairman; A. B. Ingram, Esq., Vice-Chairman, and H. N. Kittson, Esq., Member.

In the Matter of the Aplication, under 4 Edward VII (Ontario) Chapter 22, Section 11, of the Muncipal Corporation of the Town of Fort Frances, for the approval of the said Corporation's By-law No. 124, providing for the payment of an increased rate of interest on the Debenture Debt, created by By-law No. 113 of the said Town.

Upon the Application of the above named Corporation, and upon reading the notice of application, the certified copies of the said By-laws Nos. 113 and 124, and the statutory declarations of Herbert Williams, Mayor, William Herbert Elliott, Town Clerk, and William James Clark, Treasurer of the said Town, filed.

The Board orders that the said By-law No. 124 of the said Municipal Corporation of the Town of Fort Frances, intituled "By-law No. 124 to amend By-law No. 113 of the Town of Fort Frances, to provide for the borrowing of the sum of $14,428.42 to assist in the construction of the initial section of the sewerage system of the Town of Fort Frances, (the residue of

the cost of said section being provided for as a local improvement), and to issue debentures of the said Town to raise the said sum of $14,428.42," be and the same is hereby approved, under and in pursuance of section 388*b* of "The Consolidated Municipal Act, 1903" (4 Edward VII, Chapter 22 section 11 (Ontario).

(Sgd.) JAMES LEITCH,
Chairman of the Ontario Railway and Municipal Board.

(L. S.)

THE ONTARIO RAILWAY AND MUNICIPAL BOARD.

Monday the tenth day of June, A.D. 1907.

Before James Leitch, Esq., K.C., Chairman; A. B. Ingram, Esq., Vice-Chairman, and H. N. Kittson, Esq., Member.

In the Matter of the Application, under 4 Edward VII (Ontario) Chapter 22, Section 11, of the Municipal Corporation of the Town of Fort Frances, for the approval of the said Corporation's By-law No. 125, providing for the payment of an increased rate of interest on the Debenture Debt created by By-law No. 116, of the said Town.

Upon the application of the above named Corporation and upon reading the notice of application, the certified copies of the said By-laws Nos. 116 and 125 and the statutory declarations of Herbert Williams, Mayor, William Herbert Elliott, Town Clerk and William James Clark, Treasurer of the said Town, filed.

The Board orders that the said By-law No. 125 of the said Municipal Corporation of the Town of Fort Frances, intituled "By-law No. 125, to increase the rate of interest provided for by By-law No. 116 from five per centum to five and one quarter per centum on the sum of $10,055.25 mentioned therein," be and the same is hereby approved under and in pursuance of Section 388*b* of "The Consolidated Municipal Act, 1903" (4 Edward VII, Chapter 22, Section 11 (Ontario)).

(Sgd.) JAMES LEITCH,
Chairman of the Ontario Railway and Municipal Board.

(L.S.)

THE ONTARIO RAILWAY AND MUNICIPAL BOARD.

Tuesday, the thirteenth day of August, A.D. 1907.

Before James Leitch, Esq., K.C., Chairman; A. B. Ingram, Esq., Vice-Chairman, and H. N. Kittson, Esq., Member.

In the Matter of the Application of the Hamilton Radial Electric Railway Company for the sanction of its rules.

Upon the application of The Hamilton Radial Electric Railway Company, and upon reading the copy of the rules of the said Company, hereto annexed.

The Board orders that the said Rules of the said The Hamilton Radial Electric Railway Company, be and the same are hereby sanctioned and approved.

(Sgd.) A. B. Ingram,
Vice-Chairman of the Ontario Railway and Municipal Board.

(L. S.)

THE ONTARIO RAILWAY AND MUNICIPAL BOARD.

Friday the fifth day of July, A.D. 1907.

Before James Leitch, Esquire, K.C., Chairman; A. B. Ingram, Esquire, Vice-Chairman, and H. N. Kittson, Esquire, Member.

Between the Corporation of the City of Hamilton, Applicants, and The Hamilton Street Railway Company, Respondents..

Upon the application of the above-named applicants, dated the 13th day of June, 1907, and upon hearing the evidence given on behalf of the above named applicants and the Respondents at Hamilton, on the 28th day of June, 1907, and was alleged by Counsel for both parties, and judgment having been reserved until this date.

The Board orders and directs as follows:—

1. The following shall be added to the section 6 of the order of this Board dated the 28th day of January, A.D. 1907, "and the flat wheels shall "be removed from time to time as soon as they get into that condition."

2. The Board orders and directs that the work and repairs, directed in paragraphs 7 and 8 of the order of the 28th January, 1907, shall be continued to be made by the Company with all possible dispatch, and that the same shall be completed within three months from the date of this order unless otherwise directed.

3. The Board directs that the work of repair and construction mentioned in paragraphs 1, 2, 3 and 4 of the said order of the 28th January, 1907, be forthwith commenced and be prosecuted with all possible expedition, so that the same may be made and completed by the first day of October, 1907.

4. Section fourteen of the said order is hereby rescinded.

5. The Board directs that the Company shall forthwith make the necessary repairs to the portion of the Company's tracks on James Street South, opposite to and in the neighbourhood of the Spectator Office for about 100 yards more or less, the City to furnish the material necessary to repair the roadbed and surface of the street.

6. The Board further orders and directs that the old rails shall be removed from Herkimer Street between Queen and Locke streets and the tracks relaid at once with such released rails as the Company have available, as are fit and suitable for the purpose, upon good and sufficient ties.

7. It is further ordered that the Corporation shall join the Company without delay in doing such work as the Corporation may require to do on the said street, in order that that portion of the Company's line shall be put in good condition before the first of October next.

8. And the Board reserves further order and directions and makes no order as to costs.

(Sgd.) James Leitch,
Chairman of the Ontario Railway. and Municipal Board.

THE ONTARIO RAILWAY AND MUNICIPAL BOARD.

Between the Corporation of the City of Hamilton, Applicants, and The Hamilton Street Railway Company, Respondents.

In this application the city complains that the order of the Board, dated 28th day of January, 1907, has not, and is not being complied with by the company, and that sections 6, 7, 8 and 9 of that order have not been obeyed. Section 6 of the order of the 28th January, 1907, provided that all flat wheels should be forthwith removed and replaced by good and sufficient wheels. The complaint, that section 6 of the Board's order has not been complied with, was abandoned at the hearing of this application and no evidence was given that the flat wheels on cars, when the order of the 28th of January was made, had not been removed, consequently it is only necessary for the Board to direct that flat wheels shall be removed from time to time as soon as they get in that condition.

Section 7, which directed that the trucks, motors and brakes of the cars should be put in a good and sufficient state of repair and the trucks repainted, is being complied with, with as much expedition as the facilities at the command of the company will permit.

In reference to section 8, which provided that the bodies of cars, mentioned in Wyse & Middlemist's report, should be properly overhauled, repaired, upholstered, repainted and varnished, etc.; the Board find that this is being done as rapidly as the company's shop equipment enables them to do so. Although the company has made a reasonable effort, it has not been possible for them to fully comply with the requirements of sections 7 and 8 of the order within the time limited by section 9. The Board thinks it reasonable to extend the time for an additional three months.

The Board therefore orders and directs that the work and repairs, directed in paragraphs 7 and 8 of the order of the 28th January, 1907, shall be continued to be made by the company with all possible dispatch, and that the same shall be completed within three months from the date of this order unless otherwise directed.

The city further complains that the work of repair and construction mentioned in paragraphs 1, 2, 3 and 4 of the order of the 28th January, 1907, is not being proceeded with, so as to enable the company to complete the work of repair within the time limited, being the first day of October, 1907. It is possible that this might happen, and to obviate such a contingency, the Board directs that the work of repair and construction mentioned in paragraphs 1, 2, 3 and 4 of the said order of the 28th of January, 1907, be prosecuted with all possible expedition, so that the same may be made and completed by the first day of October, 1907.

The most serious complaint of the city is against paragraph 14 of the order of the 28th of January, 1907, wherein the Board ordered and directed that all ties cut off by the servants or workmen of the city, or by their contractors in laying sewers on that portion of the streets occupied by the company's track, should be replaced by the corporation and the tracks raised, etc.

When the complaint against the company was being tried no evidence was given by the city to explain why the ties had been cut off. The company's case, upon that subject, was uncontradicted, and as the matter then appeared the city was alone to blame for the destruction of the ties. As the evidence then stood, the cutting of the ties looked like a wanton act and was described as vandalism by the company.

The evidence adduced by the city on the hearing of this application on the 28th ult., puts an entirely different aspect upon the case. The city's evidence was not contradicted, in fact it was acquiesed in by the company. From the true state of the facts, it appears that a great many of the ties were cut off by the company's own workmen, that where the cutting was done by the workmen of the city or by contractors, it was done with the knowledge, consent and acquiesence of the company. The cutting was done to save the company the trouble and expense of removing their tracks where the sewers were being put in. If this evidence had been adduced by the city in the first instance, the Board would have hesitated in making the order set forth in paragraph 14 of the order of the 28th January, 1907. The Board, having power to rescind or vary their own order upon a sufficient state of facts, feel that the city should be relieved from section 14, and that such order should be rescinded.

The Board, after a personal examination of the streets where the ties were cut, have come to the conclusion that the tracks on James Street opposite and in the neighborhood of the *Spectator* office for about 100 yards, more or less, should be repaired at once, and the Board directs that the necessary repair shall be made to this portion of the company's track by the company forthwith, the city furnishing the material necessary to repair the roadbed and surface of the street, according to the contract.

In reference to the tracks on Herkimer Street between Queen and Locke Streets, from personal examination, the Board have concluded that the old rails should be removed and the track relaid at once with the released rails which the company have available. The city should join without delay in doing such work as they may require to do on the streets, in order that that part of the company's line shall be put in good condition before the 1st day of October next.

The Board reserves further order and direction and makes no order as to cost. The formal order can be drafted by the City Solicitor and submitted to the company's Solicitors for approval, and if they cannot agree it can be settled by the Secretary.

Dated this 5th day of July, A.D. 1907.

(Sgd.) James Leitch,
Chairman.

(Sgd.) A. B. Ingram,
Vice-Chairman.

(Sgd.) H. N. Kittson,
Member.

THE ONTARIO RAILWAY AND MUNICIPAL BOARD.

Thursday, the twenty-seventh day of June, A.D. 1907.

Before James Leitch, Esq., K.C., Chairman; A. B. Ingram, Esq., Vice-Chairman, and H. N. Kittson, Esq., Member.

In the matter of the application of the Municipal Corporation of the City of Hamilton for an Order approving of By-law No. 674 (as amended by By-law No. 676) of the said city, providing for the investment of $30,000.00 of the sinking fund, under By-law No. 693 of the said city, in the debentures issued under By-law No. 622 of the said Corporation.

Upon the application of the Municipal Council of the City of Hamilton, upon reading the notice of application, the declarations of Thomas Joseph Stewart, Mayor; Samuel H. Kent, Clerk, and William R. Leckie, Treasurer of the said city, and the certified copies of By-laws Nos. 622, 674 and 676 of the said Corporation, filed,

The Board orders, under and in pursuance of section 420 of "The Consolidated Municipal Act, 1903," that the said By-law No. 674 (as amended by By-law No. 676) of the Municipal Corporation of the City of Hamilton, intituled "By-law No. 674, for the investment of part of the sinking fund raised under By-law No. 693," be and the same is hereby approved.

(Sgd.) JAMES LEITCH,
Chairman of the Ontario Railway and Municipal Board.

(L. S.)

THE ONTARIO RAILWAY AND MUNICIPAL BOARD.

Tuesday, the ninth day of July, A.D. 1907.

Before James Leitch, Esq., K.C., Chairman; A. B. Ingram, Esq., Vice-Chairman, and H. N. Kittson, Esq., Member.

In the matter of the application, under 4 Edward VII. (Ontario), Chapter 22, Section 11, of the Municipal Corporation of the City of Kingston, for the approval of the said Corporation's By-law No. 34 (1907), providing for the payment of an increased rate of interest on the debenture debt created by By-law No. 8 (1906) of the said city.

Upon the application of the above named Corporation, and upon reading the notice of application, the certified copy of the said By-law No. 34 (1907), the minutes of council containing the said By-law No. 8 (1906), and the statutory declaration of Francis C. Ireland, City Treasurer of the said city, filed,

The Board orders that the said By-law No. 34 (1907) of the said Municipal Corporation of the City of Kingston, intituled "By-law No. 34, 1907, a By-law to amend By-law No. 8 (1906)" be and the same is hereby approved under and in pursuance of section 388*b* of "The Consolidated Municipal Act, 1903" (4 Edward VII., Chapter 22, Section 11 (Ontario)).

(Sgd.) JAMES LEITCH,
Chairman of the Ontario Railway and Municipal Board.

(L.S.)

THE ONTARIO RAILWAY AND MUNICIPAL BOARD.

Tuesday, the ninth day of July, A.D. 1907.

Before James Leitch, Esq., K.C., Chairman; A. B. Ingram, Esq., Vice-Chairman, and H. N. Kittson, Esq., Member.

In the matter of the application, under 4 Edward VII. (Ontario), Chapter 22, Section 11, of the Municipal Corporation of the City of Kingston, for the approval of the said Corporation's By-law No. 35 (1907), providing for the payment of an increased rate of interest on the debenture debt created by By-law No. 20 (1906) of the said city.

Upon the application of the above named Corporation, and upon reading the notice of application, the certified copy of the said By-law No. 35 (1907), the minutes of council containing the said By-law No. 20 (1906), and the statutory declaration of Francis C. Ireland, City Treasurer of the said city, filed,

The Board orders that the said By-law No. 35 (1907) of the said Municipal Corporation of the City of Kingston, intituled "By-law No. 35, 1907, a By-law to amend By-law No. 20 (1906)" be and the same is hereby approved under and in pursuance of section 388*b* of "The Consolidated Municipal Act, 1903" (4 Edward VII., Chapter 22, Section 11 (Ontario)).

(Sgd.) JAMES LEITCH,
Chairman of the Ontario Railway and Municipal Board.

(L.S.)

THE ONTARIO RAILWAY AND MUNICIPAL BOARD.

Wednesday, the tenth day of July, A.D. 1907.

Before James Leitch, Esq., K.C., Chairman; A. B. Ingram, Esq., Vice-Chairman, and H. N. Kittson, Esq., Member.

In the matter of the application of the Municipal Corporation of the City of Chatham, for the approval of the said Corporation's By-law, to raise by the issue of debentures the sum of $15,000 to extend and improve the municipal electric light plant of the said Corporation.

Upon the application of the above named Corporation, and upon reading the notice of application, the certified copy of By-law No. 153, the certified copy of the said Corporation's By-law to raise as aforesaid the said sum of $15,000, the statutory declarations of William Morden Stone, Mayor; William Gilbert Merritt, City Clerk; Robert Gibb Fleming, City Treasurer; Edwin Bassett Jones, City Engineer, and William Potter, Chairman of the Property Committee of the said Corporation, and the statutory declaration of Linus Glover Read, and the proposed contract thereto annexed, filed,

The Board orders that the said By-law of the said Municipal Corporation of the City of Chatham, intituled "By-law No. —, a By-law to raise on the credit of the Corporation of the City of Chatham the sum of $15,000 for the improvement of the electric light works or plant of the said Corporation now in operation for the manufacture and supply of electric light for the use of the said Corporation" be and the same is hereby approved.

(Sgd.) JAMES LEITCH,
Chairman of the Ontario Railway and Municipal Board.

(L.S.)

THE ONTARIO RAILWAY AND MUNICIPAL BOARD.

Wednesday, the third day of July, A.D. 1907.

Before James Leitch, Esq., K.C., Chairman; A. B. Ingram, Esq., Vice-Chairman, and H. N. Kittson, Esq., Member.

In the matter of the application of the Municipal Corporation of the

Town of Newmarket, for the approval of the said Corporation's By-law, to raise by the issue of debentures the sum of $2,500 to extend and improve the municipal electric light plant of the said Corporation.

Upon the application of the above named Corporation, and upon hearing what was alleged on behalf of the applicants, and upon reading the certified copy of the said By-law, the statutory declarations of Robert A. Smith, Mayor, and John Hughes, Clerk and Treasurer of the said Corporation, filed,

The Board orders that the said By-law of the said Municipal Corporation of the Town of Newmarket, intituled "By-law No. 319, to raise by way of loan the sum of $2,500 for the purchase of meters and certain necessary extensions and improvements to be made to the electric lighting system of the Town of Newmarket" be and the same is hereby approved.

(Sgd.) JAMES LEITCH,
Chairman of the Ontario Railway and Municipal Board.

(L.S.)

THE ONTARIO RAILWAY AND MUNICIPAL BOARD.

Tuesday the ninth day of July, A.D., 1907.

Before James Leitch, Esq., K.C., Chairman; A. B. Ingram, Esq., Vice-Chairman, and H. N. Kittson, Esq., Member.

In the Matter of the Application of The Kingston, Portsmouth and Cataraqui Electric Railway Company, for the approval of the "Jenkins" and "Providence" fenders for use on its Railway.

Upon the application of the Kingston, Portsmouth and Cataraqui Electric Railway Company, for the approval under Sections 209 and 210 of "The Ontario Railway Act, 1906" of the above named fenders for use on its cars and the said fenders having heretofore tested by Engineers acting for the Board.

The Board orders that the "Jenkins" fender and the "Providence" fender in use upon the cars of the said The Kingston, Portsmouth and Cataraqui Electric Railway Company, be and the same are hereby approved, provided, however, that the approval of such fenders may be withdrawn by the Board, if and when at any time, the traffic on any portion or portions of the line or lines of the said Company or improvements in fenders or guards, shall, in the opinion of the Board, call for or require the use of a different, other or additional fender, guard or guards or other life saving device.

(Sgd.) JAMES LEITCH,
Chairman of the Ontario Railway and Municipal Board.

(L S.)

THE ONTARIO RAILWAY AND MUNICIPAL BOARD.

Tuesday the ninth day of July, A.D. 1907.

Before James Leitch, Esq., K.C., Chairman; A. B. Ingram, Esq., Vice-Chairman, and H. N. Kittson, Esq., Member.

In the Matter of the Application of the Corporation of the City of Ottawa for an order for the annexation of a part of the Township of Nepean, in the County of Carleton to the said City of Ottawa.

1. Upon the application of the above-named Corporation for an order for the annexation to the City of Ottawa of that part of the Township of Nepean in the County of Carleton, hereinafter described and upon reading the notice of application, the resolution of the Municipal Council of the said Corporation declaring that it is expedient that the said part of the said Township of Nepean should be annexed to the said City, and a petition signed by a majority of the ratepayers of the part of the township of Nepean affected, praying that the said part of the said Township may be annexed to the said City of Ottawa.

2. The Board orders that that part of the township of Nepean in the County of Carleton, bounded as follows:—On the north by the southern boundary of the village of Hintonburgh, on the east, by the present western boundary of the City of Ottawa, on the south, by the northern boundary of the experimental farm of the Dominion Government, and on the west by the easterly limit of Holland avenue, produced southerly to the said experimental farm, be and the same is hereby annexed to the said City of Ottawa.

3. The Board further orders that:—

(*a*) The said Corporation of the City of Ottawa shall assume any Municipal liability existing on the date hereof, against the lands hereby annexed to the City of Ottawa.

(*b*) For a period of ten years from the date of annexation no part of the said annexed property shall be chargeable with water rates except when supplied with water at the owner's request and water rates shall then be charged only against the particular parcel or parcels of land supplied.

(*c*) For a period of twenty years from the date of annexation the lands hereby annexed and the buildings existing thereon on the said date, shall not be assessed at any greater value than the assessment thereof by the assessor of the said township of Nepean, for the year 1906 and the rate of taxation for the said period of twenty years on the said londs and buildings shall not exceed the rate for all purposes levied by the said Township of Nepean for the year 1906, except that the said Corporation shall be at liberty from time to time in its discretion to add to such assesment the value or a percentage thereof of any buildings, plant, or machinery erected or any improvements made after the date of annexation, but in the event of any such addition being made to the assesment, the rate of taxation on the buildings, plant, machinery and property shall be the current rate for the City of Ottawa.

4. And the Board further orders that this order shall take effect on and from the 27th day of July, A.D. 1907.

(Sgd.) James Leitch,
Chairman of the Ontario Railway and Municipal Board.

(L S.)

THE ONTARIO RAILWAY AND MUNICIPAL BOARD.

Thursday the eleventh day of July, A.D., 1907.

Before James Leitch, Esq., K.C., Chairman; A. B. Ingram, Esq., Vice-Chairman, and H. N. Kittson, Esq., Member.

In the Matter of the Application of the Municipal Corporation of the City of Hamilton, for the approval of the said Corporation's By-law to raise, by the issue of debentures, the sum of $6,500 to extend and improve the waterworks system of the said Corporation.

Upon the application of the above-named Corporation and upon reading the notice of application, the copy of the said By-law, the schedule showing water mains and service pipes to be laid pursuant to said By-law, the statutory declarations of Thomas Joseph Stewart, Mayor, Samuel H. Kent, City Clerk, William Rankin Leckie, City Treasurer and Ernest George Barrow, City Engineer, of the said Corporation, filed.

The Board orders that the said By-law of the said Municipal Corporation of the City of Hamilton, intituled "By-law No. 686 for the issue of debentures for $6,500 for extending the waterworks," be and the same is hereby approved.

(Sgd.) JAMES LEITCH,
Chairman of the Ontario Railway and Municipal Board.

(L S.)

THE ONTARIO RAILWAY AND MUNICIPAL BOARD.

Friday the twelfth day of July, A.D., 1907.

Before James Leitch, Esq., K.C., Chairman; A. B. Ingram, Esq., Vice-Chairman, and H. N. Kittson, Esq., Member.

In the Matter of the Application of the Municipal Corporation of the City of Ottawa for the approval of the said Corporation's By-law to raise, by the issue of Debentures, the sum of $60,000 to extend and improve the waterworks system of the said Corporation.

Upon the application of the above named Corporation and upon reading the notice of application, the copy of the said By-law, the statutory declarations of Norman H. H. Lett, Asisstant City Clerk, Newton J. Kerr, City Engineer and the exhibits thereto, filed.

The Board orders that the said By-law of the said Municipal Corporation of the City of Ottawa, intituled "By-law No.....a By-law to authorize the issue of Debentures to the amount of $60,000 for waterworks purposes," be and the same is hereby approved.

(Sgd.) JAMES LEITCH,
Chairman of the Ontario Railway and Municipal Board.

(L. S.)

THE ONTARIO RAILWAY AND MUNICIPAL BOARD.

Thursday the fifth day of September, A.D., 1907.

Before James Leitch, Esq., K.C., Chairman; A. B. Ingram, Esq., Vice-Chairman, and H. N. Kittson, Esq., Member.

In the Matter of the Application of The South-Western Traction Company, for the approval by the Board, under Section 209 of "The Ontario Railway Act, 1906," of the fender-pilot for use on the front of each motor car of the said Company.

Upon the application of The South-Western Traction Company for the approval by the Board of the fender-pilot, shown on the plans and drawings hereto annexed, for use in the front of each motor car of the said Company, and the Board having viewed and observed tests of the said fender-pilot, and having perused and examined the said plans and drawings, filed, a copy of which said drawings is hereunto annexed, and it appearing that the City Engineer of the City of St. Thomas has approved of the said fender-pilot.

The Board orders that the use in the front of each motor car of The South-Western Traction Company of the fender-pilot shown and described in the drawings and specifications hereto annexed, be and the same is hereby approved, under and in pursuance of Section 209, of "The Ontario Railway Act, 1906." as suitable for use by the said Company having regard to the efficiency of such fender-pilot, and to the location of the Company's line and the speed at which the Company's cars may be run, the Board hereby nevertheless expressly reserves the statutory right under the said section to withdraw its approval of the use of the said fender-pilot by the said Company, and to approve from time to time of such different design of fender or guard as shall from time to time be satisfactory to the Board.

(Sgd.) James Leitch,
Chairman of the Ontario Railway and Municipal Board.

(L. S.)

THE ONTARIO RAILWAY AND MUNICIPAL BOARD.

Friday the second day of August, A.D. 1907.

Before James Leitch, Esq., K.C., Chairman: A. B. Ingram, Esq., Vice-Chairman, and H. N. Kittson, Esq., Member.

In the Matter of the Application of the Sarnia Street Railway Company, Limited, for the approval under section 221 of "The Ontario Railway Act, 1906" of Henry Wright Mills as Examiner of Motormen for the said Company.

Upon the application of the Sarnia Street Railway Company, Limited, for the approval under section 221 of "The Ontario Railway Act, 1906," of Henry Wright Mills of the Town of Sarnia in the County of Lambton, Manager and Secretary of the said Company, as examiner of motormen for the applicants, and upon examination of the said Henry Wright Mills.

The Board orders that the appointment of the said Henry Wright Mills, as Examiner of Motormen for the said Company, be and the same is hereby approved, under and in pursuance of section 221 of "The Ontario Railway Act, 1906."

(Sgd.) A. B. Ingram.
Vice-Chairman of the Ontario Railway and Municipal Board.

(L. S.)

THE ONTARIO RAILWAY AND MUNICIPAL BOARD.

Friday the second day of August, A.D., 1907.

Before James Leitch, Esq., K.C., Chairman; A. B. Ingram, Esq., Vice-Chairman, and H. N. Kittson, Esq., Member.

In the Matter of the Application of the Municipal Corporation of the City of St. Thomas in the County of Elgin, for the approval and confirmation of By-law No. 1,685 of the said Corporation to authorize the issue of Debentures to the amount of $7,000 for the extension of gas and electric light works.

Upon the Application of the above-named Applicant, and upon reading the affidavits of Dalvin Lawrence, Mayor, W. B. Doherty, City Clerk, and George L. Oill, Manager of the light, heat and power department of the corporation of the City of St. Thomas, filed on this application and upon hearing what was alleged by Counsel for the applicant.

This Board doth order that By-law No. 1,685 of the City of St. Thomas, entitled "By-law No. 1,685 to authorize the issue of debentures to an amount not exceeding seven thousand dollars for making certain extensions and improvements in the gas and electric light works and plant of the City of St. Thomas," be and the same is hereby approved of and confirmed.

(Sgd.) James Leitch,
Chairman of the Ontario Railway and Municipal Board.

THE ONTARIO RAILWAY AND MUNICIPAL BOARD.

Monday the nineteenth day of August, A.D., 1907.

Before James Leitch, Esq., K.C., Chairman; A. B. Ingram, Esq., Vice-Chairman, and H. N. Kittson, Esq., Member.

In the Matter of the Application of the Town of Paris, in the County of Brant, for the approval and confirmation of By-law No. 515 of the said Town, to provide for the expenditure of the sum of $4,000 00 for the extension and improvementof the Electric Light and waterworks system of the said Town, and to authorize the issue of Debentures of the said Town to the amount of $4,000.00 for the purpose of raising the said sum.

Upon the Application of the above-named Municipal Corporation of the Town of Paris, upon reading the notice of application, the certified copy of said By-law No. 515, to raise as aforesaid the said sum of $4,000.00, the statutory declarations of William Waite Patterson, Mayor, Thomas McCosh, Town Clerk, Thomas Scott Davidson, Electric Light and Waterworks Commissioner, and George Wheeler, manager of the electric light and waterworks system of the said Town of Paris.

The Board orders that the said By-law of the said Municipal Corporation of the Town of Paris, intituled "By-law No. 515, being a by-law to provide for the expenditure of $4,000.00 for the extension and improvement of the Electric Light and Waterworks system of the Town of Paris, and to authorize the issue of debentures of the said Town to the amount of $4,000.00 for the purpose of raising the said sum," be and the same is hereby approved.

(Sgd.) James Leitch,
Chairman of the Ontario Railway and Municipal Board.

(L. S.)

THE ONTARIO RAILWAY AND MUNICIPAL BOARD.

Between The Corporation of the City of Hamilton, Applicants, and The Hamilton Street Railway Company, Respondents.

Herkimer Street Case.

In this case the City complains that the Company, in relaying their track on Herkimer Street between Queen and Locke street, widened the devil strip from four to five feet, and that they raised the height of the rails several inches above the grade of the street and have not properly filled in the space between the rails and for two feet outside thereof. This portion of Herkimer street has already been the subject of an order of this Board, dated the fifth day of July, 1907. The following are the sections of that order which refer to this p rticular street:—

6. "The Board further orders and directs that the old rails shall be removed from Herkimer street between Queen and Locke streets and the tracks re-laid at once with such released rails as the Company have available as are fit and suitable for the purpose, upon good and sufficient ties."

7. "It is further ordered that the Corporation shall join the Company without delay in doing such work as the Corporation may require to do on the said street in order that that portion of the Company's line shall be put in good condition before the first of October next."

Before the Company commenced relaying their tracks, the City Engineer furnished them with a profile showing at each 100 feet station the height to which the City intended to raise the grade of Herkimer street, and directed the tracks to be re-laid according to that profile. The Company laid the tracks at the levels shown on the profile, but in doing so widened the devil strip from four to five feet. Nothing was shown on the profile which would justify the widening of the devil strip. No by-law or resolution was passed by the Council of Hamilton, authorizing such widening. The Engineer gave no instructions to widen the devil strip and the widening was done without his knowledge, consent or acquiescence. In looking at the profile one would say that it was prepared on the assumption that no change was to be made in the width of the devil strip. The width of the devil strip is not expressly stated in By-law No. 624, of the City of Hamilton passed the 26th of March, 1892, respecting the Hamilton Street Railway Company, nor in the agreement of 26th March, 1892, executed by the City, accepting the said By-law and agreeing to perform, observe and comply with all the terms and conditions therein contained.

Although the width of the devil strip is not expressly mentioned in the contract, it was evidently not the intention of the city to surrender their dominion and control of the streets or to leave it to the unrestrained will of the company where and how the rails should be laid. The rails were to be laid in such manner as would least obstruct the ordinary use of the streets and the passage of vehicles and carriages. All works of construction and repair were to be done under the supervision and to the satisfaction of the City Engineer. The City Engineer says that the widening of the devil strip will interfere with the vehicular traffic to the extent that the devil strip has been widened. He says that the work of construction and repair in question was not done under his supervision and to his atisfaction, that he did not know that the devil strip was widened until after it was done. Under the circumstances of this case the Board are of opinion that the Company were wrong in widening the devil strip and orders and directs that the rails shall be re-laid so as to leave the devil strip four feet wide instead of five.

In reference to filling in the space between the rails and for two feet outside thereof, it is clear that the raising of the grade of the street was done by the City because it was necessary for the proper maintenance of the street by the City. The grade was not raised for the benefit or advantage of the Company. The raising of the grade was a work of construction, undertaken by the City for the improvement of Herkimer Street between Queen and Locke, which is a macadamized street.

Section five of By-law 624 makes it clear that the space between the rails upon any macadamized street and for two feet outside of such rails shall be constructed and kept in repair with such suitable material as the Board of Works from time to time direct, the material therefor to be supplied by or at the expense of the City Corporation.

The Board orders and directs the City to at once furnish suitable material for macadamizing between the rails and for two feet outside the rails and that the Company at once do the work necessary to put that part of the street in a good and sufficient state of repair to the grade set forth upon the City Engineer's profile.

The street is dangerous in the condition in which it now is and the Board orders and directs the City to do their part of the work necessary to put the street in proper shape forthwith.

The Board makes no order as to costs except that the City and the Company shall provide $5.00 each for stamps for the judgment herein. The Board reserves further order and directions.

Dated this thirteenth day of September, A.D., 1907.

(Sgd.) James Leitch,
Chairman of the Ontario Railway and Municipal Board.

(Sgd.) A. B. Ingram,
Vice-Chairman of the Ontario Railway and Municipal Board.

THE ONTARIO RAILWAY AND MUNICIPAL BOARD.

Wednesday the fourth day of September, A.D., 1907.

Before James Leitch, Esq., K.C., Chairman; A. B. Ingram, Esq., Vice-Chairman, and H. N. Kittson, Esq., Member.

In the matter of the application of the Municipal Corporation of the Town of Welland for the approval of the said Corporation's By-law No. 264 to raise by the issue of debentures the sum of $15,000 to extend the Waterworks System of the said Corporation.

Upon the application of the above-named Corporation, and upon reading the notice of application filed by George H. Pettit, Solicitor for the Applicants, the certified copy of By-law No. 264, and the satutory declarations of Henry Boyd, Clerk, John H. Crow, Mayor, and David Ross, Chairman of the Waterworks Committee of the said Town, filed,

The Board orders that the said By-law No. 264, of the said Municipal Corporation of the Town of Welland, intituled, "By-law No. 264. A by-law to raise by way of loan the sum of $15,000 for the purpose of paying for the construction of extensions to the waterworks system of the Town of Welland," be and the same is hereby approved.

(Sgd.) James Leitch,
Chairman of the Ontario Railway and Municipal Board.

(L.S.)

THE ONTARIO RAILWAY AND MUNICIPAL BOARD.

Wednesday the seventh day of August, A.D., 1907.

Before James Leitch, Esq., K.C., Chairman; A. B. Ingram, Esq., Vice-Chairman, and H. N. Kittson, Esq., Member.

In the matter of the application of the Municipal Corporation of the Town of Massey in the District of Algoma for the approval of the said Corporation's By-law No. 60 to raise by way of debentures the sum of $10,000, to pay for the extension and improvement of the system of water works in the Town of Massey, and to authorize the issue of debentures therefor.

Upon the application of Joseph Errington, Esquire, Mayor of the said Corporation, upon reading a copy of the said By-law and the certificate of Robert Wright, Esquire, Town Clerk, and upon reading the contract between certain ratepayers of the Town of Massey and the said Corporation to take water from the said system and to pay the rates in the said agreement mentioned, and upon the examination of the plans of the said system, and upon hearing what was alleged by the said Mayor.

The Board orders that the said By-law No. 60 of the Town of Massey in the District of Algoma, intituled "A By-law to raise by way of Debentures the sum of Ten Thousand Dollars to pay for the extension and improvement of the system of waterworks in the Town of Massey and to authorize the issue of Debentures therefor," be and the same is hereby approved.

(Sgd.) JAMES LEITCH,
Chairman of the Ontario Railway and Municipal Board.

(L.S.)

THE ONTARIO RAILWAY AND MUNICIPAL BOARD.

Wednesday the fourth day of September, A.D., 1907.

Before James Leitch, Esq., K.C., Chairman; A. B. Ingram, Esq., Vice-Chairman, and H. N. Kittson, Esq., Member.

In the matter of the application under 4 Edward VII. (Ontario) Chapter 22, Section 11, of the Municipal Corporation of the Town of Palmerston for the approval of the said Corporation's By-law No. 334, providing for the payment of an increased rate of interest on the debenture debt created by By-law No. 331 of the said Town.

Upon the application of the above named Corporation, and upon reading the notice of application filed by W. N. Munro, Solicitors for the Applicants, the statutory declarations of David H. Welsh, Mayor, Isaiah Rabb, Treasurer, and Hugh Hyndman, the Younger, Clerk of the said Corporation, and the certified copies of the said By-laws, Nos. 334 and 331 of the said Corporation, filed,

The Board orders that the said By-law No. 334 of the said Municipal Corporation of the Town of Palmerston, intituled, "By-law No. 334 of the Town of Palmerston, a By-law to amend By-law No. 331 of the said Town of Palmerston," be and the same is hereby approved under and in pursuance of Section 388*b* of "The Consolidated Municipal Act, 1903," (4 Edw. VII., Chap. 22, Sect. 11 (Ontario).

(Sgd.) JAMES LEITCH,
Chairman of the Ontario Railway and Municipal Board.

(L.S.)

THE ONTARIO RAILWAY AND MUNICIPAL BOARD.

Wednesday the fourth day of September, A.D., 1907.

Before James Leitch, Esq., K.C., Chairman; A. B. Ingram, Esq., Vice-Chairman, and H. N. Kittson, Esq., Member.

In the matter of the application, under 4 Edward VII. (Ontario) Chapter 22, Section 11, of the Municipal Corporation of the Town of Palmerston for the approval of the said Corporation's By-law No. 335 providing for the payment of an increased rate of interest on the debenture debt created by By-law No. 305 of the said Town.

Upon the application of the above-named Corporation, and upon reading the notice of application filed by W. N. Munro, Solicitor for the Applicants, the statutory declarations of David H. Welsh, Mayor, Isaiah Rabb, Treasurer, and Hugh Hyndman, the Younger, Clerk of the said Corporation, and the certified copies of the said By-laws Nos. 335 and 305 of the said Corporation, filed,

The Board orders that the said By-law No. 335 of the said Municipal Corporation of the Town of Palmerston, intituled, "By-law No. 335 of the Town of Palmerston, a By-law to amend By-law No. 305 of the said Town of Palmerston," be and the same is hereby approved, under and in pursuance of Section 388*b* of "The Consolidated Municipal Act, 1903," (4 Edward VII., Chapter 22, Section 11 (Ontario)).

(Sgd.) JAMES LEITCH,
Chairman of the Ontario Railway and Municipal Board.

(L.S.)

THE ONTARIO RAILWAY AND MUNICIPAL BOARD.

Wednesday the fourth day of September, A.D., 1907.

Before James Leitch, Esq., K.C., Chairman; A. B. Ingram, Esq., Vice-Chairman, and H. N. Kittson, Esq., Member.

In the matter of the application of the Municipal Corporation of the City of Niagara Falls for the approval of the said Corporation's By-law No. 264 to raise, by the issue of Debentures, the sum of $11,940.00 to extend its waterworks system.

Upon the application of Fred Campbell McBurney, Solicitor for the Corporation of the City of Niagara Falls, and upon reading the evidence adduced, and it appearing that the aforesaid By-law was finally passed by three-fourths of the Municipal Council of the Corporation of the City of Niagara Falls, on the 26th day of July, A.D., 1907, and that the improvements and extensions proposed are necessary, and that sufficient additional revenue will be derived therefrom to meet the annual special rate required to pay the new debt and interest therefor,

It is ordered that By-law No. 264 of the Municipal Council of the Corporation of the City of Niagara Falls, finally passed the 26th day of July, A.D., 1907 by three-fourths of the members of the said Council, to provide for issuing eleven thousand nine hundred and forty dollars ($11,940.00) of Debentures to improve and extend the Water Works System in the City of Niagara Falls, be and the same is hereby approved.

(Sgd.) JAMES LEITCH,
Chairman of the Ontario Railway and Municipal Board.

(L.S.)

THE ONTARIO RAILWAY AND MUNICIPAL BOARD.

Thursday the third day of October, A.D., 1907.

Before James Leitch, Esq., K.C., Chairman; A. B. Ingram, Esq., Vice-Chairman, and H. N. Kittson, Esq., Member.

In the matter of the application, under 4 Edward VII. (Ontario) Chapter 22, Section 11, of the Municipal Corporation of the Town of Massey, for the approval of the said Corporation's By-law No. 63, 1907, providing for the payment of an increased rate of interest on the Debenture Debt created by the said Corporation's By-law No. 37, 1906.

Upon the application of the above-named Corporation and upon reading the certified copies of the said two By-laws and the affidavit of Robert Wright, Town Clerk of the said Corporation, filed,

The Board orders that the said By-law No. 63, 1907 of the said Municipal Corporation of the Town of Massey, intituled, "By-law No. 63, 1907. A By-law to amend By-law No. 37 (1906)," be and the same is hereby approved under and in pursuance of Section 388*b* of "The Consolidated Municipal Act, 1903" (4 Edward VII., Chapter 22, Section 11 (Ontario)).

(Sgd.) JAMES LEITCH,
Chairman of the Ontario Railway and Municipal Board.

(L.S.)

THE ONTARIO RAILWAY AND MUNICIPAL BOARD.

Tuesday the first day of October, A.D., 1907.

Before James Leitch, Esq., K.C., Chairman; A. B. Ingram, Esq., Vice-Chairman, and H. N. Kittson, Esq., Member.

In the matter of the application of the Municipal Corporation of the Town of Sudbury for the approval of the said Corporation's By-law No. 192 to raise by the issue of Debentures the sum of $10,000 for the extension of the Electric Light and Waterworks System of the said Town.

Upon the application of the above named Corporation, and upon reading the notice of application filed by Clary and Buchanan, Solicitors for the Applicant, the verified copy of the said By-law No. 192, the affidavits of Stephen Fournier, Clerk, Laurence O'Connor, Mayor and George Tuddenham, a Member of the Town Council of the said Corporation and Chairman of its fire, water and light committee and other material, filed herein.

The Board orders that the said By-law No. 192 of the said Municipal Corporation of the Town of Sudbury, intituled, "By-law No. 192, a By-law to provide for the extension of the electric light and waterworks system in the Town of Sudbury, and to raise the sum of $10,000 for the said purpose," be and the same is hereby approved.

(Sgd.) JAMES LEITCH,
Chairman of the Ontario Railway and Municipal Board.

(L.S.)

THE ONTARIO RAILWAY AND MUNICIPAL BOARD.

Thursday the twelfth day of September, A.D., 1907.

Before James Leitch, Esq., K.C., Chairman; A. B. Ingram, Esq., Vice-Chairman, and H. N. Kittson, Esq., Member.

In the matter of the application under 4 Edward VII. (Ontario) Chapter 22, Section 11, of the Municipal Corporation of the City of Peterborough for the approval of the said Corporation's By-law No. 1,335, providing for the payment of an increased rate of interest on the debenture debt created by the said Corporation's By-law No. 1,325.

Upon the application of the above named Corporation, and upon reading the notice of application filed by E. H. D. Hall, Solicitor for the Applicants, the affidavit of Simon R. Armstrong, Clerk of the said City, and the certified copies of the said By-laws, Nos. 1,325 and 1,335, filed,

The Board orders that the said By-law No. 1,335, of the said Municipal Corporation of the City of Peterborough, intituled, "By-law No. 1,335, a By-law to amend By-law No. 1,325 of the Corporation of the City of Peterborough," be and the same is hereby approved under and in pursuance of Section 388*b* of "The Consolidated Municipal Act, 1903" (4 Edward VII., Chapter 22, Section 11 (Ontario)).

(Sgd.) James Leitch,
Chairman of the Ontario Railway and Municipal Board.

THE ONTARIO RAILWAY AND MUNICIPAL BOARD.

Monday, the twenty-third day of September, A.D. 1907.

Before James Leitch, Esq., K.C., Chairman; A. B. Ingram, Esq., Vice-Chairman, and H. N. Kittson, Esq., Member.

In the matter of the application, under 4 Edward VII (Ontario) cap. 22, section 11, of the Municipal Corporation of the Town of Owen Sound, for the approval of the said Corporation's By-law No. 1,259, providing for the payment of an increased rate of interest on the debenture debt created by the said Corporation's By-laws Nos. 1,191 and 1,192.

Upon the application of the above-named Corporation and upon reading the notice of application filed by J. W. Frost, solicitors for the applicants, the certified copies of the said By-laws Nos. 1,191 and 1,192 and 1,259, and the affidavit of Alfred J. Spencer, Treasurer of the said Corporation, filed.

The Board orders that the said By-law No. 1,259 of the said Municipal Corporation of the Town of Owen Sound, intituled "By-law No. 1,259, a by-law to authorize the Town Council of the Corporation of the Town of Owen Sound to increase the rate of interest on debentures issued for electric light, and gas light purposes under By-laws Nos. 1,191 and 1,192 of the Town of Owen Sound," be and the same is hereby approved under and in pursuance of section 288*b* of "The Consolidated Municipal Act, 1903," (4 Edward VII, cap. 22, Section 11 (Ontario)).

(Sgd.) James Leitch,
Chairman of the Ontario Railway and Municipal Board.

(L.S.)

THE ONTARIO RAILWAY AND MUNICIPAL BOARD.

Monday, the twentieth day of January, A.D. 1908.

Before James Leitch, Esq., K.C., Chairman; A. B. Ingram, Esq., Vice-Chairman, and H. N. Kittson, Esq., Member.

Between the Corporations of the Townships of Normanby and Bentinck, applicants, and the Corporations of the Townships of Brant and Carrick, respondents.

This application coming on before the Board this day in the presence of counsel for the applicants, and respondents, herein, and counsel for the County of Bruce, upon hearing what was alleged by counsel aforesaid, and upon reading the statutory declaration of Robert Homer Fortune, Clerk of the Township of Normanby, the affidavit of Moses Filsinger, Reeve of the Township of Carrick and the exhibits, filed.

1. The Board of its motion orders that the Municipal Corporations of the Villages of Hanover and Neustedt, and of the Counties of Grey and Bruce, all in the Province of Ontario, be and the same are hereby made parties respondent to this application.

2. And the Board further orders that the applicants, herein, do serve a copy of the notice of application, and of this order upon the clerks of each of the said Municipal Corporations of the Villages of Hanover and Neustedt and of the Counties of Grey and Bruce.

3. And the Board further orders that ten days' notice of the hearing of this application shall be given to each of the respondents, herein (including the parties made respondents by this order), by the service upon the clerks of each of the said respondents or their solicitors of a copy of the Board's appointment for hearing when the same shall be issued.

(Sgd.) James Leitch,
Chairman of the Ontario Railway and Municipal Board.

THE ONTARIO RAILWAY AND MUNICIPAL BOARD.

Tuesday, the eighth day of October, A. D. 1907.

Before James Leitch, Esq., K.C., Chairman; A. B. Ingram, Esq., Vice-Chairman, and H. N. Kittson, Esq., Member.

In the matter of the application under 4 Edward VII (Ontario), cap. 22 section 11, of the Municipal Corporation of the Town of Berlin, for the approval of the said Corporation's By-law No. 926, providing for the payment of an increased rate of interest on the debenture debt created by the said Corporation's By-law No. 910.

Upon the application of the above-named Corporation, and upon reading the certified copies of the said two by-laws, and the statutory declaration of Henry Aletter, clerk and treasurer of the said town, filed.

The Board orders that the said By-law No. 926 of the said Municipal Corporation of the Town of Berlin, intituled "By-law No. 926 to amend By-law No. 910," be and the same is hereby approved, under the pursuance of section 388*b* of "The Consolidated Municipal Act, 1903," (4 Edward VII, cap. 22, section 11 (Ontario)).

(Sgd.) James Leitch,
Chairman of the Ontario Railway and Municipal Board.

(L.S.)

THE ONTARIO RAILWAY AND MUNICIPAL BOARD.

In the matter of an appeal from the Court of Revision of the Town of Cobalt.

Friday, the twenty-fifth day of October, A. D. 1907.

Before James Leitch, Esq., K.C., Chairman; A. B. Ingram, Esq., Vice-Chairman, and H. N. Kittson, Esq., Member.

Between the Coniagas Mines, Limited, appellants, and the Town of Cobalt.

Upon the application of the above-named appellants in the presence of the appellants and respondents, and upon hearing counsel for the appellants and respondents, and upon the admission of counsel aforesaid.

1. The Board orders that the appellant's appeal be and the same is hereby dismissed.

2. And the Board orders that the appellants shall pay for the stamps required on this order and makes no other order as to costs.

(Sgd.) A. B. Ingram,
Vice-Chairman of the Ontario Railway and Municipal Board.

THE ONTARIO RAILWAY AND MUNICIPAL BOARD.

Re Coniagas Appeal from the Court of Revision of the Town of Cobalt

Judgment.

Not only the language of subsection 3 of section 36 of the Assessment Act, but also section 15 of the Supplementary Revenue Act of 1907 makes it clear that the Legislature intended that the income i.e., the annual profit or gain derived from a mine should be subject to taxation. The Board are of opinion that the Legislature have effected that purpose by sufficiently apt and unmistakable language.

Subsection 7 of section 2 of the Assessment Act declares that "Land," "Real Property" includes all mines, minerals, in and under land. Subsection 1 of section 36 of the Assessment Act provides that, except in the case of mineral lands, real property shall be assessed at its actual value. The purpose of making an exception in the case of mineral lands is obvious. The unexplored wealth it would be impossible to appraise. The Legislature, therefore, devised this method of estimating the value of a mine. The lands and the building, i.e., all of the property that is visible shall be valued as agricultural lands. The hidden treasure, when raised from the mine, becomes income gain or profit, and is then subject to taxation in the same manner as other incomes under the Act. In this case it is not contended that there is any income derived from any other source than the mineral taken from the mine. It is contended by the appellants, however, that what is taken from the mine is part of the property itself, which is being exhausted year by year, so that there can be no income, gain or profit until the capital is realized. Then and only then can taxable income begin. In other words

the appellants should not be taxed for income at all on the ground that in taking out the mineral and selling or otherwise disposing of it they are exhausting their capital.

The effect of this argument might be that, although the mine might be worked so as to produce a large income profit or gain over working expenses, yet it might have been acquired at such a price that the owner never could get back his capital, and no income tax could ever be levied. The result would be that the evident intention of the Legislature would be frustrated. The Board are of opinion that the actual value of the mineral raised from the mine, after making the proper deductions for working expenses, etc., is income within the meaning of the Assessment Act, and liable to taxation. The Board are spared the trouble of making the deductions necessary to ascertain the exact income from the mine for the reason that it is conceded by the appellants that if the income derived from the mine is liable to taxation at all, the amount $100,000, for which the company is assessed in respect of income, is reasonable.

The Board, therefore, dismisses the company's appeal. There shall be no costs except that the appellants shall pay $5 for stamps on the formal order.

Dated this the twenty-fifth day of October, A.D. 1907.

(Sgd.) James Leitch,

(Sgd.) A. B. Ingram,

(L.S.)

THE ONTARIO RAILWAY AND MUNICIPAL BOARD.

Tuesday, the eighth day of October, A.D. 1907.

Before James Leitch, Esq., K.C., Chairman; A. B. Ingram, Esq., Vice-Chairman, and H. N. Kittson, Esq., Member.

In the matter of the application, under 4 Edward VII (Ontario) cap. 22, section 11, of the Municipal Corporation of the Town of Berlin, for the approval of the said Corporation's By-law No. 924, providing for the payment of an increased rate of interest on the debenture debt created by the said Corporation's By-law No. 901.

Upon the application of the above-named Corporation, and upon reading the certified copies of the said two by-laws and the statutory declaration of Henry Aletter, clerk and treasurer of the said town, filed.

The Board orders that the said By-law No. 924 of the said Municipal Corporation of the Town of Berlin, intituled "By-law No. 924, a by-law to amend By-law No. 901," be and the same is hereby approved, under and in pursuance of section 388*b* of "The Consolidated Municipal Act, 1903," (4 Edward VII, cap. 22, section 11 (Ontario)).

(Sgd.) James Leitch,
Chairman of The Ontario Railway and Municipal Board.

REPORT *Re* PORT STANLEY EXTENSION OF THE SOUTHWESTERN TRACTION COMPANY'S LINE.

TORONTO, Canada, Dec. 6th, 1907.

The Ontario Railway and Municipal Board,
Parliament Buildings,
Toronto, Canada.

GENTLEMEN,—In accordance with your order of the 20th ult., I have made an inspection of the Port Stanley extension of the Southwestern Traction Company's line, and beg to report as follows:

The said section of Railway extends from the city of St. Thomas to the village of Port Stanley, a distance of some nine miles, and is constructed on a private right of way with the exception of a short section within the limits of the Corporation of Port Stanley.

At the time of inspection the road had been fairly well completed but considerable ballast will be required over a large portion before the tracks can be put in a permanent and more satisfactory condition.

The fencing of the right of way had been practically completed, but the intervening fence had been omitted where the right of way runs by the side of the public highway.

The rails are 60 and 56 pounds section, the lighter rail being used on the Port Stanley end of the line. It was noted that for a considerable distance the rails had not been spiked at the fish plates; the spikes having evidently been omitted to allow rail bonds to be put in place.

Packing had not been placed at the switch frogs, etc., as called for in section 83 of the Ontario Railway Act.
Additional ties are required on a section of the line near Port Stanley to insure the proper alignment of the track.

The track had not been properly ballasted on the approaches to the trestle over Kettle Creek, and more filling is required on the abutment embankments, in order to insure more permanency and security at this point.

The culverts were fairly well constructed, but it will be necessary to put in stronger stringers in the 15 foot culvert near St. Thomas before heavier rolling stock is handled over the line. The present cars, I am informed by the management, weigh about twenty-three tons.

Station accommodation is being provided at the important points, but no accommodation has as yet been provided at Port Stanley.

At the time of inspection the company were engaged in carrying out some of the above mentioned work, and will no doubt have completed the most important part of the work by this time, nevertheless, I direct that the company shall continue to operate cars at a moderately slow speed until such time as the said section of railway shall have been completed, and final inspection made.

It is my opinion that cars can now be operated on this new extension to Port Stanley at a moderate speed with reasonable safety for the handling of passenger traffic.

Respectfully submitted,

(Sgd.) J. C. ROYCE.

Re BUFFALO MINES APPEAL FROM THE COURT OF REVISION OF THE TOWN OF COBALT.

JUDGMENT.

The Board's reasons for judgment in the Coniagas case will apply to this appeal.

It was not conceded by counsel for the appellants on the argument of this appeal that the assessment of $100,000, if they were liable to an income tax at all, was unreasonable. Counsel for the Town of Cobalt stated that that amount was not questioned before the Court of Revision, and the question of amount should not be opened now. No application was made by the appellants to fix the time and manner of hearing, and no intimation was given by them that evidence was to be adduced before the Board on this appeal. Had this been done the necessity for evidence could have been considered and decided, and counsel for the town would not have been taken by surprise.

Under the circumstances the Board do not feel disposed at this late date to keep the assessment roll open in order to go into the question of the amount of the assessment. Unless counsel can agree upon the amount at once the appeal will be dismissed without costs, except that the appellants shall pay $5 in stamps for the formal order.

Dated this the twenty-fifth day of October, A.D. 1907.

(Sgd.) JAMES LEITCH,

(Sgd.) A. B. INGRAM,

THE ONTARIO RAILWAY AND MUNICIPAL BOARD.

In the matter of an appeal from the Court of Revision of the Town of Cobalt.

Friday, the twenty-fifth day of October, A.D. 1907.

Before James Leitch, Esq., K.C., Chairman; A. B. Ingram, Esq., Vice-Chairman, and H. N. Kittson, Esq., Member.

Between the Buffalo Mines, appellants, and the Municipality of the Town of Cobalt, respondents.

Upon the application of the above-named appellants in the presence of the appellants and respondents, and upon hearing counsel for the appellants and respondents, and upon the admissions of counsel aforesaid.

1. The Board orders that the appellants' appeal be and the same is hereby dismissed.

2. And the Board orders that the appellants shall pay for the stamps required on this order and makes no other order as to costs.

(Sgd.) A. B. INGRAM,

Vice-Chairman of the Ontario Railway and Municipal Board.

(L.S.)

THE ONTARIO RAILWAY AND MUNICIPAL BOARD.

Tuesday, the eighth day of October, A.D. 1907.

Before James Leitch, Esq., K.C., Chairman; A. B. Ingram, Esq., Vice-Chairman, and H. N. Kittson, Esq., Member.

In the matter of the application, under 4 Edward VII (Ontario), cap. 22 section 11, of the Municipal Corporation of the Town of Berlin, for the approval of the said Corporation's By-law No. 927, providing for the payment of an increased rate of interest on the debenture debt created by the said Corporation's By-law No. 911.

Upon the application of the above-named Corporation, and upon reading the certified copies of the said two By-laws, and the statutory declaration of Henry Aletter, clerk and treasurer of the said town, filed.

The Board orders that the said By-law No. 927 of the said Municipal Corporation of the Town of Berlin, intituled, "By-law No. 927 to amend By-law No. 911," be and the same is hereby approved, under and in pursuance of section 388*b* of "The Consolidated Municipal Act, 1903," (4 Edward VII, cap. 22, section 11 (Ontario)).

(Sgd.) JAMES LEITCH,
Chairman of the Ontario Railway and Municipal Board.

(L.S.)

THE ONTARIO RAILWAY AND MUNICIPAL BOARD.

Tuesday, the eighth day of October, A.D. 1907.

Before James Leitch, Esq., K.C., Chairman; A. B. Ingram, Esq., Vice-Chairman, and H. N. Kittson, Esq., Member.

In the matter of the application, under 4 Edward VII (Ontario), cap. 22, section 11, of the Municipal Corporation of the Town of Berlin, for the approval of the said Corporation's By-law No. 928, providing for the payment of an increased rate of interest on the debenture debt created by the said Corporation's By-law No. 912.

Upon the application of the above-named Corporation, and upon reading the certified copies of the said two By-laws and the statutory declaration of Henry Aletter, clerk and treasurer of the said town, filed.

The Board orders that the said By-law No. 928 of the said Municipal Corporation of the Town of Berlin, intituled, "By-law No. 928 to amend By-law No. 912," be and the same is hereby approved, under and in pursuance of section 388*b* of "The Consolidated Municipal Act, 1903," (4 Edward VII, cap. 22, section 11 (Ontario)).

(Sgd.) JAMES LEITCH,
Chairman of The Ontario Railway and Municipal Board.

(L.S.)

THE ONTARIO RAILWAY AND MUNICIPAL BOARD.

Tuesday, the eighth day of October, A.D. 1907.

Before James Leitch, Esq., K.C., Chairman; A. B. Ingram, Esq., Vice-Chairman, and H. N. Kittson, Esq., Member.

In the matter of the application, under 4 Edward VII (Ontario), cap. 22, section 11, of the Municipal Corporation of the Town of Berlin, for the approval of the said Corporation's By-law No. 929, providing for the payment of an increased rate of interest on the debenture debt created by the said Corporation's By-law No. 913.

Upon the application of the above-named Corporation, and upon reading the certified copies of the said two By-laws and the statutory declaration of Henry Aletter, clerk and treasurer of the said town, filed.

The Board orders that the said By-law No. 929 of the said Municipal Corporation of the Town of Berlin, intituled, "By-law No. 929 to amend By-law No. 913," be and the same is hereby approved, under and in pursuance of section 388*b* of "The Consolidated Municipal Act, 1903," (4 Edward VII, cap. 22, section 11 (Ontario)).

(Sgd.) James Leitch,
Chairman of The Ontario Railway and Municipal Board.

(L.S.)

THE ONTARIO RAILWAY AND MUNICIPAL BOARD.

Tuesday, the eighth day of October, A.D. 1907.

Before James Leitch, Esq., K.C., Chairman; A. B. Ingram, Esq., Vice-Chairman, and H. N. Kittson, Esq., Member.

In the matter of the application, under 4 Edward VII (Ontario), cap. 22, section 11, of the Municipal Corporation of the Town of Berlin, for the approval of the said Corporation's By-law No. 930, providing for the payment of an increased rate of interest on the debenture debt created by the said Corporation's By-law No. 914.

Upon the application of the above-named Corporation, and upon reading the certified copies of the said two By-laws and the statutory declaration of Henry Aletter, clerk and treasurer of the said town, filed.

The Board orders that the said By-law No. 930 of the said Municipal Corporation of the Town of Berlin, intituled, "By-law No. 930 to amend By-law No. 914," be and the same is hereby approved, under and in pursuance of section 388*b* of "The Consolidated Municipal Act, 1903," (4 Edward VII, cap. 22, section 11 (Ontario)).

(Sgd.) James Leitch,
Chairman of The Ontario Railway and Municipal Board.

(L.S.)

THE ONTARIO RAILWAY AND MUNICIPAL BOARD.

Wednesday, the ninth day of October, A.D. 1907.

Present James Leitch, Esq., K.C., Chairman, and A. B. Ingram, Esq., Vice-Chairman.

In the matter of the application of the Windsor and Tecumseh Electric Railway Company and the Sandwich, Windsor and Amherstburg Railway for the approval, under section 58 of "The Ontario Railway Act, 1906," of an Indenture of Lease bearing date the third day of September, A.D. 1907, and made by and between the Windsor and Tecumseh Electric Railway Company, as lessor, and the Sandwich, Windsor and Amherstburg Railway as lessee.

Upon the application of the said lessor and the said lessee, and upon reading the duplicate original of the said lease, the resolutions of the Boards of Directors of the said companies passed at special meetings held on the twenty-third day of July, 1907, and the eighth day of August, 1907, and the resolutions passed at special general meetings of the shareholders of each of the said companies held on the eighth day of August, 1907, filed.

The Board resolves that the said indenture of lease be and the same is hereby approved under and in pursuance of subsection 3 of section 58 of "The Ontario Railway Act, 1906."

(Sgd.) James Leitch,
Chairman of The Ontario Railway and Municipal Board.

(L.S.)

I hereby certify that the foregoing is a duplicate original of a resolution passed by the Ontario Railway and Municipal Board at a session of the said Board duly held on Wednesday the ninth day of October, A.D. 1907, at the Board's offices in Toronto, at which session a quorum of the Board was present.

(Sgd.) H. C. Small,
Secretary.

Dated at Toronto the ninth day of October, A.D. 1907.

The Ontario Railway and Municipal Board have returned from the convention of the American Street and Interurban Railway Association, which includes various Street, Interurban and Radial Railway Companies in the United States and Canada, which was held at Atlantic City from the 14th to the 18th inst. inclusive.

In connection with the convention an exhibition was held on the Steel Pier by the Manufacturers' Association of the United States and Canada, at which was exhibited the latest life saving and safety appliances and devices for electric railways.

The convention was attended by some of the most eminent Street and Interurban Electrical Engineers in the United States and Canada, as well as by General Managers and other officials of the more important Street and Interurban Railways of the United States and Canada. Several papers on various topics of interest connected with the construction, maintenance and operation of Street and Interurban Railways were read in the convention.

The Board devoted some time to a careful examination of the exhibits, which occupied 70,000 square feet of space on the Steel Pier. The Board having spent upwards of four weeks during the months of July and August last in examining the different street, suburban and steam railways under their jurisdiction in Ontario, thought it well, besides attending the convention and exhibition at Atlantic City, to visit Philadelphia and New York in order to obtain a standard for comparison, of the rolling stock, tracks, general equipment, and the service given to the people.

In New York the Board had the advantage of observing operation in the subway on the elevated and surface lines, and also on the lines upon which a horse car service is still given.

The Board made a very careful examination of the more congested points in New York, notably at the corner of 23rd Street and Broadway in the immediate vicinity of the Flatiron Building, and also at the corner of 34th Street and Broadway, where the cars cross in three different directions, which is unquestionably the most congested and difficult street intersection in the city at which to operate street cars. The Board were careful to note the car headway and the way in which the cars were crossed, and how the pedestrian and vehicular traffic was managed. At this point the cars are crossed by what is known as the double system, the reverse of which prevails in Toronto. After seeing the conditions that prevail in New York and Philadelphia, the Board are convinced that we have not only a very respectable question of congestion to deal with in Toronto, but also a very insistent one, and one which must be faced at an early date. The matter of congestion is rendered all the more difficult to deal with in Toronto by reason of the narrowness of the streets as compared with the congested points in New York.

When the Board delivered judgment in the overcrowding case last spring they were strongly of the opinion that it would be a mistake to increase the congestion at King and Yonge and Queen and Yonge. They are now more convinced of the necessity for more cars and additional miles of track, which they ordered to be built, upon streets to be designated as stated in the judgment of the Board.

Toronto, Oct. 22, 1907.

THE ONTARIO RAILWAY AND MUNICIPAL BOARD.

Tuesday the 22nd day of October, 1907.

Before James Leitch, Esq., K.C., Chairman; A. B. Ingram, Esq., Vice-Chairman, and H. N. Kittson, Esq., Member.

In the Matter of the Application of the Corporation of the City of Ottawa, for an order adding to Dalhousie Ward in the City of Ottawa, the lands annexed to the City of Ottawa by the order of this Board, dated the 9th day of July, 1907.

Upon the application of the above-named Corporation for an order adding to Dalhousie Ward, in the City of Ottawa, the lands annexed to the City of Ottawa by the order of this Board, dated the 9th day of July, 1907, and upon reading the notice of application, the affidavit of Taylor McVeity, the Solicitor for the said Corporation, and the said order of ths Board dated, the 9th day of July, 1907.

The Board orders that the lands annexed to the City of Ottawa, by the order of this Board bearing date the 9th day of July, 1907, and therein described be added to and form part of Dalhousie Ward in the said City for all Municipal purposes.

(Sgd.) JAMES LEITCH,
Chairman of the Ontario Railway and Municipal Board.

THE ONTARIO RAILWAY AND MUNICIPAL BOARD.

Monday the twenty-fifth day of November, A.D., 1907.

Before James Leitch, Esq., K.C., Chairman: A. B. Ingram, Esq., Vice-Chairman, and H. N. Kittson, Esq., Member.

In the Matter of the Application of the Municipal Corporation of the Town of Wingham for the approval of the said Corporation's By-law No. 569 of the year 1907, being a By-law to raise by way of loan, the sum of $1,800 to pay the costs of extensions made to the waterworks system of the Town of Wingham, during the year 1907, and to authorize the issue of debentures for the said sum.

Upon the application of the above-named Corporation signed by William Holmes, Esq., Mayor and J. B. Ferguson, Esq., Clerk of the said Corporation, upon reading the verified copy of said By-law No. 569, and the affidavits of the said William Holmes, Esq., J. B. Ferguson, Esq., and George Allen, Esq., the Engineer of the Town of Wingham, together with a statement showing the annual revenue, which is derived from the extension of the waterworks according to the number and kind of services agreed to be taken by the property owners, filed herein.

The Board orders that the said By-law No. 569, for the year 1907, of the Municipal Corporation of the Town of Wingham, intituled, "A By-law to raise by way of loan the sum of $1,800 to pay the costs of extensions made to the waterworks system of the Town of Wingham, during the year 1907 and to authorize the issue of debentures for the said sum," be and the same is hereby approved.

(Sgd.) JAMES LEITCH,
Chairman of the Ontario Railway and Municipal Board.

THE ONTARIO RAILWAY AND MUNICIPAL BOARD.

Thursday the twenty-fourth day of October, 1907.

James Leitch, K.C., Chairman: A. B. Ingram, Vice-Chairman, and Henry N. Kittson.

Upon application this day made to the said Board by Mr. Guthrie, K.C., on behalf of the Corporation of the City of Guelph, and it being made to appear to the satisfaction of this Board that the said Corporation on May

28th, 1906, passed their By-law No. 564 authorizing the issue of debentures for the property owners' share of the cost of certain local improvements to the amount of $22,260.97, payable thirty years after issue, and bearing interest at the rate of four per cent. per annum. That the said Corporation issued their debentures accordingly dated 1st March, 1907, payable on 1st March, 1937, and bearing interest at the said rate payable half yearly on 30th of June and 31st December. That such debentures were pledged for securing an advance made to the said Corporation, and have been again acquired by the said Corporation, but have not yet been sold, and that owing to the advance in the rate of interest for money since the time of the passing of the said By-law, the debentures cannot be sold or disposed of, except by discount, involving a substantial reduction in the amount requiring to be provided for, and it further appearing that the Council of the said City on the 22nd day of October, 1907, passed their By-law No. 627 (a copy of which is hereto annexed) amending the said By-law No. 564.

It is ordered that the said By-law No. 627 be and the same is hereby approved.

(Sgd.) James Leitch,
Chairman of the Ontario Railway and Municipal Board.

THE ONTARIO RAILWAY AND MUNICIPAL BOARD.

Thursday the twenty-fourth day of October, 1907.

James Leitch, K.C., Chairman; A. B. Ingram, Vice-Chairman, and Henry N. Kittson.

Upon application this day made to the said Board by Mr. Guthrie, K.C., on behalf of the Corporation of the City of Guelph, and it being made to appear to the satisfaction of this Board, that the said Corporation on 28th May, 1906, passed their By-law No. 565 authorizing the issue of debentures for the property owners' share of the cost of certain local improvements to the amount of $28,024.78 payable thirty years after issue, and bearing interest at the rate of four per cent. per annum. That the said Corporation issued their debentures accordingly dated 1st March, 1907, payable on 1st March, 1937, and bearing interest at the said rate, payable half yearly on 30th June and 31st December, that such debentures were pledged for securing an advance made to the said Corporation, and have been again acquired by the said Corporation, but have not yet been sold, and that owing to the advance in the rate of interest for money since the time of the passing of the said By-law, the debentures cannot be sold or disposed of, except at a discount involving a substantial reduction in the amount requiring to be provided for, and it further appearing that the Council of the said City on the 22nd day of October, 1907, passed their By-law No. 628 (a copy of which is hereto annexed) amending the said By-law No. 565.

It is ordered that the said By-law No. 628 be and the same is hereby approved.

(Sgd.) James Leitch,
Chairman of the Ontario Railway and Municipal Board.

THE ONTARIO RAILWAY AND MUNICIPAL BOARD.

Tuesday the twenty-ninth day of October, A.D., 1907.

Before James Leitch, Esq., K.C., Chairman; A. B. Ingram, Esq., Vice-Chairman, and H. N. Kittson, Esq., Member.

In the Matter of the Application of the Municipal Corporation of the Village of Streetsville for an order approving of By-law Number four hundred and thirty-one of said village.

Upon the application of the Council of said Village of Streetsville, and upon reading the affidavit of Thomas Innes Bowie, the Reeve of said Village, the certified copy of By-law number four hundred and eighteen of said Village, and the certified copy of By-law number four hundred and thirty-one of said Village amending said By-law number four hundred and eighteen, filed, and upon hearing Counsel for the Applicants.

The Board orders that said By-law, number four hundred and thirty-one of the Village of Streetsville, be and the same is hereby approved.

(Sgd.) James Leitch,
Chairman of the Ontario Railway and Municipal Board.

(L. S.)

By-Law No.

A By-law amending the rules regulating travel on the cars of the Hamilton Street Railway..

It is hereby enacted by the Hamilton Street Railway Company, as as follows:

1. Smoking tobacco or expectorating, except while on the three rear seats of open cars only, or the commission of any nuisance in or upon the trains or cars or passenger stations or other premises used or occupied by the Company is hereby forbidden and declared unlawful and any person found guilty of a violation of this rule shall be liable to a penalty of not exceeding five dollars.

2. Passengers other than policemen in uniform, city detectives and Company officials shall not be allowed to ride on the front platform of any closed car, nor to ride on the rear platform of any closed car when there is room or space which may be occupied by them inside the car, and women or children shall not ride on the front platform or seat of any open car, and passengers refusing to comply with this rule shall be considered disorderly persons and subject to a penalty in the violation of this rule not exceeding ten dollars and may also on such refusal be ejected from or put off the car.

3. The conductor must politely call the attention of passengers violating or who appear to intend to violate the last two rules herein set forth, to the provisions of the said rules and firmly request observance thereof, before taking any further or other action.

4. Special rules 16 and 17 on page 28 of the printed rules and regulations for the guidance of employees of the Hamilton Street Railway are hereby repealed.

Passed this 28th day of October, 1907, as witness the Corporate Seal of the Company under the hands of President and Secretary.

(Sgd.) J. M. Gibson,
President.
(Sgd.) John Patterson,
Secretary.

(L. S.)

THE ONTARIO RAILWAY AND MUNICIPAL BOARD.

Saturday the ninth day of November, A.D., 1907.

Before James Leitch, Esq., K.C., Chairman; A. B. Ingram, Esq., Vice-Chairman, and H. N. Kittson, Esq., Member.

In the Matter of the Application of the Hamilton Street Railway Company for the sanction of its By-law passed the twenty-eighth day of October, 1907, amending the rules regulating travel on its cars.

Upon the application of the Hamilton Street Railway Company and upon reading the copy of the said By-law hereto annexed.

The Board orders that the By-law of the Hamilton Street Railway Company, passed the twenty-eighth day of October, 1907, intituled, "A By-law amending the rules regulating travel on the cars of the Hamilton Street Railway," a copy of which By-law is hereto annexed, be and the same is hereby approved and sanctioned.

(Sgd.) James Leitch,
Chairman of the Ontario Railway and Municipal Board.

(L. S.)

By-Law No.

By-law Regulating travel on the cars of the Hamilton Radial Electric Railway Company.

It is hereby enacted by the Hamilton Radial Electric Railway Company, as follows:—

1. Smoking tobacco or expectorating, except while in smoking compartments provided for that purpose, or except while on the three rear seats of open cars only, or the commission of any nuisance in or upon the trains, or cars or passenger stations or other premises used or occupied by the Company, is hereby forbidden and declared unlawful and any person found guilty of a violation of this rule shall be liable to a penalty not exceeding five dollars.

2. Passengers, other than policemen in uniform, city detectives and Company officials, shall not be allowed to ride on the front platform of any closed car nor to ride on the rear platform of any closed car when there is room or space which may be occupied by them inside the car, and women or children shall not ride on the front platform or seat of any open car; and passengers refusing to comply with this rule shall be considered disorderly persons and subject to a penalty on the violation of this rule not exceeding ten dollars and may also on such refusal be ejected from or put off the car.

3. The conductor must politely call the attention of passengers violating or who appear to intend to violate the two rules hereinbefore set forth to the provisions of the said rules and firmly request observance thereof, before taking any further or other action.

Passed this twenty-eighth day of October, 1907, as witness the Corporate Seal of the Company under the hands of the President and Secretary.

(Sgd.) John Patterson,
President.

(Sgd.) J. D. Cherrier,
Secretary.

(L. S.)

THE ONTARIO RAILWAY AND MUNICIPAL BOARD.

Saturday the ninth day of November, A.D., 1907.

Before James Leitch, Esq., K.C., Chairman; A. B. Ingram, Esq., Vice-Chairman, and H. N. Kittson, Esq., Member.

In the matter of the application of the Hamilton Radial Electric Railway Company for the sanction of its By-law passed the twenty-eighth day of October, 1907, amending the rules regulating travel on its cars.

Upon the application of the Hamilton Radial Electric Railway Company and upon reading the copy of the said By-law hereto annexed,

The Board orders that the By-law of the Hamilton Radial Electric Railway Company, passed the twenty-eight day of October, 1907, intituled, "By-law regulating travel on the cars of the Hamilton Radial Electric Railway Company," a copy of which By-law is hereto annexed, be and the same is hereby approved and sanctioned.

(Sgd.) James Leitch,
Chairman of the Ontario Railway and Municipal Board.

(L.S.)

By-law No.

By-law Regulating Travel on the Cars of the Hamilton and Dundas Electric Railway Company.

It is hereby enacted by The Hamilton and Dundas Electric Railway Company as follows:—

1. Smoking tobacco or expectorating, except while in smoking compartments provided for that purpose or except while on the three rear seats of open cars only; or the commission of any nuisance in or upon the trains or cars or passenger stations or other premises used or occupied by the Company, is hereby forbidden and declared unlawful and any person found guilty of a violation of this rule shall be liable to a penalty not exceeding Five Dollars.

2. Passengers, other than policemen in uniform, City detectives and Company officials, shall not be allowed to ride on the front platform of any closed car nor to ride on the rear platform of any closed car when there is room or space which may be occupied by them inside the car, and women or children shall not ride on the front platform or seat of any open car; and passengers refusing to comply with this rule shall be considered disorderly persons and subject to a penalty on the violation of this rule not exceeding Ten Dollars and may also on such refusal be ejected from or put off the car.

3. The conductor must politely call the attention of passengers violating or who appear to intend to violate the two rules hereinbefore set forth to the provisions of the said rules and firmly request observance thereof before taking any further or other action.

Passed this twenty-eighth day of October, 1907, as witness the Corporate Seal of the Company under the hands of the President and Secretary.

(Sgd.) John Dickenson,
President.
(Sgd.) J. D. Cherrier,
Secretary.

(L.S.)

THE ONTARIO RAILWAY AND MUNICIPAL BOARD.

Saturday the ninth day of November, A.D., 1907.

Before James Leitch, Esq., K.C., Chairman; A. B. Ingram, Esq., Vice-Chairman, and H. N. Kittson, Esq., Member.

In the matter of the application of the Hamilton and Dundas Electric Railway Company for the sanction of its By-law passed the twenty-eighth day of October, 1907, amending the rules regulating travel on its cars.

Upon the application of the Hamilton and Dundas Electric Railway Company and upon reading the copy of the said By-law hereto annexed,

The Board orders that the By-law of the Hamilton and Dundas Electric Railway Company, passed the twenty-eighth day of October, 1907, intituled, "By-law regulating travel on the cars of the Hamilton and Dundas Electric Railway Company," a copy of which By-law is hereto annexed, be and the same is hereby approved and sanctioned.

(Sgd.) James Leitch,
Chairman of the Ontario Railway and Municipal Board.

(L.S.)

THE ONTARIO RAILWAY AND MUNICIPAL BOARD.

Thursday the nineteenth day of December, A.D., 1907.

Before A. B. Ingram, Esq., Vice-Chairman, and H. N. Kittson, Esq., Member.

In the matter of the application of the Municipal Corporation of the Town of Mount Forest for the approval of its By-law No. 547.

Upon the application of the Municipal Corporation of the Town of Mount Forest, and upon reading the notice of application, signed by the Mayor, Clerk and Treasurer of the said Town, the declaration of Charles A. Jones, Mayor, William C. Perry, Clerk and George J. Ried, Treasurer of the said Town and the certified copy of each of the By-laws No. 509 and 547, filed,

The Board orders that the said By-law No. 547 of the said Municipal Corporation of the Town of Mount Forest, intituled, "The Corporation of the Town of Mount Forest By-law No. 547, a By-law to amend By-law No. 509 of the said Town of Mount Forest," be and the same is hereby approved.

(Sgd.) A. B. Ingram,
Vice-Chairman of the Ontario Railway and Municipal Board.

(L.S.)

THE ONTARIO RAILWAY AND MUNICIPAL BOARD.

Tuesday the third day of December, A.D., 1907.

Before James Leitch, Esq., K.C., Chairman; A. B. Ingram, Esq., Vice-Chairman, and H. N. Kittson, Esq., Member.

In the matter of the application of the Municipal Corporation of the Town of Collingwood, for the approval of the said Corporation's By-law

No. 900, to raise by way of Debentures the sum of $3,800 for the purpose of extending and improving the Waterworks System of the Town of Collingwood.

Upon the application of the above named Corporation, upon reading the notice of application filed by John Birnie, Esq., Solicitor for the said Town of Collingwood, the verified copy of the said By-law No. 900 and the affidavits of Daniel Wilson, Esq., Mayor, Thomas Bassett, Esq., Superintendent of the Waterworks System of the Town of Collingwood and of J. H. Duncan, Esq., the Clerk of the said Corporation, filed herein.

The Board orders that the said By-law No. 900 of the said Municipal Corporation of the Town of Collingwood, to raise by way of Debentures the sum of $3,800 for the purpose of extending and improving the Waterworks System of the Town of Collingwood, be and the same is hereby approved.

(Sgd.) James Leitch,
Chairman of the Ontario Railway and Municipal Board.

THE ONTARIO RAILWAY AND MUNICIPAL BOARD.

Friday the twentieth day of December, A.D., 1907.

Before A. B. Ingram, Esq., Vice-Chairman, and H. N. Kittson, Esq., Member.

Between the Municipal Corporation of the Township of Sandwich East, Applicant, and The Windsor and Tecumseh Electric Railway Company, Respondent.

The application or complaint herein coming on for hearing before the Board pursuant to the appointment, at the City Hall in the City of Windsor, on Friday the twentieth day of December, 1907, at ten o'clock in the forenoon and by adjournment at two o'clock in the afternoon, upon hearing the evidence adduced on behalf of the Applicants and Respondents, and upon hearing what was alleged by the Counsel for both parties, and upon perusing the argument of the said Counsel, filed,

The Board orders and directs:—

(1) That the said Respondent, within seven months from the date hereof, do grade up the roadway, protect existing drains and provide culverts where necessary, upon, under and along that portion of Ottawa Street extension running easterly from the original easterly end of Ottawa Street to the easterly limit of Lot No. 122, Concession 1, in the Township of Sandwich East, which said portion was opened up as a public highway pursuant to an agreement dated the fifth day of June A.D., 1905, and made between the Applicant and Respondent; all necessary and proper costs and expenses of such work shall be borne by the Respondent.

(2) That the Respondent shall do such work, furnish such materials, and make such repairs as are necessary to place in a safe and proper condition the highway known as the Front or River Road, or any other highway upon or along which the tracks of the Respondent Company are laid, where such highway has been rendered unsafe or left in an improper condition by reason of the construction of the Respondent's Railway.

(3) That the said works materials and repairs to be performed, furnished and made under and by virtue of paragraphs 1 and 2 hereof, shall, be so performed, furnished and made, under and subject to the direction, inspec-

tion, and approval of the Applicant's Township Engineer, provided, however, that in case of dispute the same shall be referred to the Board's Engineer for final decision.

(4) That the Applicant shall forthwith take all necessary proceedings and do all necessary things to open up a highway forty feet in width running along and parallel to the centre line of the railway of Respondent as now surveyed and laid out; such highway shall commence at the easterly limit of the Louzon Road and extend easterly to the easterly limit of Lot No. 127, and in opening such highway the Respondent shall forthwith convey to the Applicant those parcels of land along the said proposed highway, the title of which is now in the Respondent, and the Applicant shall acquire by purchase, expropriation or otherwise such parcels of the said proposed highway as have not already been acquired by either the Applicant or the Respondent. The Respondent shall pay all necessary and proper costs, charges, and expenditures connected with the acquiring of the said land, whether by expropriation or otherwise, (save and except such costs, charges and expenditures as the Applicant would have the right to recover from some other person or persons), and shall reimburse the Applicant for any such costs, charges and expenditures, except as aforesaid. Such payments and reimbursements to be made by the Respondent from time to time as demanded by the Applicant.

(5) That the Respondent shall construct at the terminus at Tecumseh a suitable waiting room sufficiently large to accommodate the passenger traffic at such terminus.

(6) That the Respondent be hereby permitted to continue to use and operate light cars as authorized by order of the Board bearing date the 29th day of April, A.D., 1907, until such time as the Board shall make any further or other order in respect to the same.

(7) That the Respondent shall run cars for the carriage of passengers from what is known as Askin's Point in the Township of Sandwich East to the present western terminus of the Respondent's Railway on Sandwich Street in the Town of Walkerville, at least every half hour between the hours of seven o'clock a.m. and nine o'clock p.m. and every hour thereafter until eleven o'clock p.m.

(8) That the last car leaving Walkerville for Tecumseh shall leave the said western terminus not earlier than 11.45 p.m. each day, so as to enable passengers leaving the corner of Oulette Avenue and Sandwich Street in the City of Windsor at 11.30 p.m. to transfer to such last car at Tecumseh.

(9) That and person under twenty-one years of age actually attending school, upon the production of a certificate from his or her principal teacher that he or she is a *bona fide* school child attending school, shall be entitled to purchase at any office where such tickets are sold or upon any car of the Respondent's Company, ten tickets for twenty-five cents, such tickets to be taken in payment as a fare between each of the division points mentioned in the first paragraph of subsection (*c*) of Section 15 of By-law No. 384 of the Township of Sandwich East as set forth in Schedule A., Chap. 111 of 5 Edward VII., 1905.

(10) The Board further orders that each of the said parties hereto shall bear, and pay five dollars in law stamps on the judgment herein. The Board reserves further inspection, direction, order and costs, herein.

(Sgd.) A. B. Ingram,

Vice-Chairman of the Ontario Railway and Municipal Board.

(L.S.)

THE ONTARIO RAILWAY AND MUNICIPAL BOARD.

Tuesday, the twenty-sixth day of November, A.D. 1907.

Before James Leitch, Esq., K.C., Chairman; A. B. Ingram, Esq., Vice-Chairman, and H. N. Kittson, Esq., Member.

In the matter of the application of the Ottawa Electric Railway Company for the approval under section 221 of "The Ontario Aailway Act, 1906," of James Edward Hutcheson as an Examiner of Motormen for the said company.

Upon the application of The Ottawa Electric Railway Company for the approval under section 221 of "The Ontario Railway Act, 1906," of James Edward Hutcheson of the City of Ottawa, in the County of Carleton, Superintendent of the said Company, as an Examiner of Motormen for the said company, and upon reading the affidavit of James Dewar Fraser, filed.

The Board orders that the appointment of the said James Edward Hutcheson as an Examiner of Motormen for the said company, be and the same is hereby approved, under and in pursuance of section 221 of "The Ontario Railway Act, 1906."

(Sgd.) James Leitch,
Chairman of The Ontario Railway and Municipal Board.

(L.S.)

THE ONTARIO RAILWAY AND MUNICIPAL BOARD.

Tuesday, the twenty-sixth day of November, A.D. 1907.

Before James Leitch, Esq., K.C., Chairman; A. B. Ingram, Esq., Vice-Chairman, and H. N. Kittson, Esq., Member.

In the matter of the application of The Ottawa Electric Railway Company for the approval under section 221 of "The Ontario Railway Act, 1906," of Robert Ingram as an Examiner of Motormen for the said company.

Upon the application of The Ottawa Electric Railway Company for the approval under section 221 of "The Ontario Railway Act, 1906," of Robert Ingram of the City of Ottawa, in the County of Carleton, Inspector of the said company, as an Examiner of Motormen for the said company, and upon reading the affidavit of James Dewar Fraser, filed.

The Board orders that the appointment of the said Robert Ingram as an Examiner of Motormen for the said company, be and the same is hereby approved, under and in pursuance of section 221 of "The Ontario Railway Act, 1906."

(Sgd.) James Leitch,
Chairman of The Ontario Railway and Municipal Board.

THE ONTARIO RAILWAY AND MUNICIPAL BOARD.

Tuesday, the twenty-sixth day of November, A.D. 1907.

Before James Leitch, Esq., K.C., Chairman; A. B. Ingram, Esq., Vice-Chairman, and H. N. Kittson, Esq., Member.

In the matter of the application of The Ottawa Electric Railway Company for the approval under section 221 of "The Ontario Railway Act, 1906," of George W. Lang as an Examiner of Motormen for the said company.

Upon the application of The Ottawa Electric Railway Company for the approval under section 221 of "The Ontario Railway Act, 1906," of George W. Lang of the City of Ottawa, in the County of Carleton, Inspector of the said company, as an Examiner of Motormen for the said company, and upon reading the affidavit of James Dewar Fraser, filed.

The Board orders that the appointment of the said George W. Lang as an Examiner of Motormen for the said company, be and the same is hereby approved, under and in pursuance of section 221 of "The Ontario Railway Act, 1906."

(Sgd.) James Leitch,
Chairman of the Ontario Railway and Municipal Board.

THE ONTARIO RAILWAY AND MUNICIPAL BOARD.

Wednesday, the twenty-seventh day of November, A.D. 1907.

Before James Leitch, Esq., K.C., Chairman; A. B. Ingram, Esq., Vice-Chairman, and H. N. Kittson, Esq., Member.

In the matter of the application of the Municipal corporation of the Town of Perth for an order approving of By-law No. 1,024 (1907) of the said Corporation.

Upon the application of the Municipal Corporation of the Town of Perth, and upon reading the certified copies of By-laws Nos. 957 and 1,024 (1907) of the said town, the affidavits of John Code, Treasurer, and Henry M. Shaw, Mayor, of the said town, filed, and upon hearing counsel for the applicants.

The Board orders that the said By-law No. 1,024 (1907) of the said Municipal Corporation of the Town of Perth, intituled "By-law No. 1,024, 1907, a by-law to amend By-law No. 957 (1905)" be and the same is hereby approved.

(Sgd.) James Leitch,
Chairman of the Ontario Railway and Municipal Board.
(L.S.)

THE ONTARIO RAILWAY AND MUNICIPAL BOARD.

Monday, the ninth day of December, 1907.

Before James Leitch, Esq., K.C., Chairman; A. B. Ingram, Esq., Vice-Chairman, and H. N. Kittson, Esq., Member.

In the matter of an appeal from the Court of Revision of the City of Toronto.

Between, The Rossin House Hotel Company, Limited, appellants, and The Corporation of the City of Toronto, respondents.

Upon the application of the above-named appellants by way of appeal from the decision of the Court of Revision of the City of Toronto, delivered on the 28th day of August, 1907, confirming the assessment of the King

Street frontage of the property of the above-named appellants, in the presence of the appellants and respondents, upon hearing the evidence adduced on behalf of the appellants and respondents, and upon hearing counsel for the appellants and respondents.

1. The Board dismisses the application of the above-named appellants and confirms the said assessment.

2. And the Board orders that the stamps required for this order be deducted from the deposit made by the appellants in the hands of the city clerk, and that the balance of the said deposit be returned to the said appellants; and makes no other order as to costs.

(Sgd.) JAMES LEITCH,
Chairman of the Ontario Railway and Municipal Board.

THE ONTARIO RAILWAY AND MUNICIPAL BOARD.

Tuesday, the third day of December, A.D. 1907.

Before James Leitch, Esq., K.C., Chairman; A. B. Ingram, Esq., Vice-Chairman, and H. N. Kittson, Esq., Member.

In the matter of the application of the Municipal Corporation of the City of Brantford for the approval of By-law No. 936 of the said Corporation to provide for the issue of debentures to the amount of $65,000, to pay for extensions to the waterworks system.

Upon the application of the above-named Corporation, and upon reading the notice of application signed by John Wedgwood Bowlby, Esq., K.C., Mayor, Henry Francis Leonard, Esq., clerk, of the said City of Brantford, and the affidavits of Arthur Kennedy Bunnell, Esq., treasurer, and Frederick William Frank, Esq., Secretary of the Board of Water Commissioners of the City of Brantford, and the report upon the water supply of the said City made by Willis Chipman, Esq., C.E., bearing date the 24th day of May, 1907, and upon hearing what was alleged by W. T. Henderson, Esq., counsel for the said city.

The Board orders that the said "By-law No. 936 of the Corporation of the City of Brantford to provide for the issue of debentures to the amount of $65,000, to pay for extensions of the waterworks system" of the said City, be and the same is hereby approved.

(Sgd.) JAMES LEITCH,
Chairman of the Ontario Railway and Municipal Board.

(L.S.)

THE ONTARIO RAILWAY AND MUNICIPAL BOARD.

In the matter of the application of the Corporation of the City of Brantford, John Brittain, Moses Reeder, Alfred John Wilkes and John M. Dyckman, all of the said City of Brantford, for the annexation to the City of Brantford of certain lands in the Township of Brantford.

The applicants ask for the annexation to the City of Brantford of about three hundred and seventy-three acres of land in the Township of Brant-

ford. The assessment on the lands in question amounts to about $19,600, and the annual taxes payable to the Township of Brantford to about $244.

The application was made under and in pursuance of section 1 of the Municipal Amendment Act, 1906, which repeals and is substituted for section 24 of the Consolidated Municipal Act of 1903, as enacted by section 1 of the Municipal Amendment Act of 1905. This application was opposed by Mr. Watts on behalf of the Township of Brantford. The application was made strictly in compliance with section 1 of the Municipal Amendment Act of 1906. There was the resolution of the City of Brantford declaring that it was expedient that the portion of the Township of Brantford in question should be annexed to the City. The majority of the ratepayers of such portion of the township petitioned to add such portion to the city. The terms and conditions as to taxation, etc., were agreed upon between the City and the petitioners. No complaint was made as to the terms and conditions of the annexation. The only ground urged by Mr. Watts against the application was that the Township of Brantford would lose the taxes on the annexed territory. The Board are of opinion that this is not a tenable objection. No annexation of territory could ever be ordered if this contention was given effect to.

The Board are of opinion that the order for the annexation of the territory in question, which is described in the petition signed by the ratepayers, should be made.

The Board make no order for costs except that the City shall pay $5 for stamps on the formal order.

Toronto, the 16th day of December, 1907.

(Sgd.) James Leitch,
Chairman of the Ontario Railway and Municipal Board.

THE ONTARIO RAILWAY AND MUNICIPAL BOARD.

Monday, the 16th day of December, A.D. 1907.

Before James Leitch, Esq., K.C., Chairman; A. B. Ingram, Esq., Vice-Chairman, and H. N. Kittson, Esq., Member.

In the matter of the application of the Corporation of the City of Brantford, John Brittain, Moses Reeder, Alfred John Wilkes, and John M. Dyckman, all of the said City of Brantford, for the annexation to the City of Brantford of certain lands in the Township of Brantford.

Upon the application of the above-named applicants, and upon reading the resolution of the Municipal Council of the Corporation of the City of Brantford, passed on the twenty-eighth day of October, 1907, the petition of the said applicants; the affidavit of Rita Walsh, proving the due execution of the said petition, and upon inspection of the plan of the lands and premises hereinafter described, and upon hearing what was alleged by W. T. Henderson, Esq., Counsel for the said the Corporation of the City of Brantford, and A. E. Watts, Esq., Counsel for the Township of Brantford.

The Board orders and proclaims that the lands and premises in the Township of Brantford, mentioned and described in the said petition, being all and singular that certain parcel of land and premises situate in the Township of Brantford, and forming part of the Holmedale as laid down on map

prepared by Louis Burwell, and registered on the 13th day of March, 1856, in the Registry Office for the County of Brant, and which may be better described as follows: Commencing at a point where the centre line of Dufferin Avenue (formerly known as Russell Street) produced intersects the centre line of the Grand River; thence south 79 degrees east along the line of the centre of Dufferin Avenue, to bend in said street; thence south 41 degrees, 30 minutes east along the centre line of Dufferin avenue to the centre line of Morrell street; thence south 27 degrees, 30 minutes west along the centre line of Morrell Street to the line of the northerly limit of the Morrell Street School lot; thence north 62 degrees and 30 minutes west along the line of the northerly limit of said school lot 302 feet more or less to the northwesterly angle of same; thence south 27 degrees 30 minutes west 162 feet more or less to the southwesterly angle of said school lot; thence south 62 degrees and 30 minutes east along the line of the southerly limit of said lot 302 feet more or less to the centre line of Morrell Street.

Thence south 27 degrees and 30 minutes west along the centre line of Morrell Street to the centre line of West Mill Street (formerly known as West Colborne Street); thence westerly along the centre line of West Mill Street to the line of the westerly limit of lot number 11 on the south side of West Mill Street; thence south 10 degrees and 15 minutes east 468 feet more or less to a point 300 feet northerly from the centre line of the Collecting Gallery of the Brantford Water Works; thence westerly parallel to the centre line of the Collecting Gallery of the Brantford Water Works, and 300 feet northerly therefrom to the westerly limit of Senica Street; thence southerly along the westerly limit of Senica Street 400 feet; thence easterly parallel to the centre line of the Collecting Gallery of the Brantford Water Works and 100 feet southerly therefrom to the line of the westerly limit of lot number 11 on the south side of West Mill Street; thence north 10 degrees and 15 minutes west along the line of the westerly limit of said lot number 11 on the south side of West Mill Street to the northerly limit of the Holmedale Creek; thence easterly along the northerly limit of the Homedale Creek to the line of the easterly limit of St. Paul Avenue and the present westerly limit of the City of Brantford. All the lines heretofore described in this description form the present boundary between the City of Brantford and the Township of Brantford.

Thence south 27 degrees and 30 minutes west along the line of the present westerly limit of the City of Brantford and said limit produced to the centre of the Grand River; thence following the centre of the Grand River up stream to place of beginning.

Be and the same are hereby annexed to the City of Brantford, said annexation to take effect on the first day of January, A.D. 1908, upon and subject to the following terms and conditions, namely;

1. The said addition or annexation shall take effect on the first day of January, 1908.

2. The lands annexed shall be added to ward number one of the said City of Brantford.

3. During a period of ten years next ensuing the first day of January, 1908, the general rate of taxation levied and imposed upon the lands and premises herein described shall be ten mills less that the general rate levied and imposed by the Corporation of the City of Brantford for purposes of taxation.

(Sgd.) James Leitch,

Chairman of The Ontario Railway and Municipal Board.

(L S.)

THE ONTARIO RAILWAY AND MUNICIPAL BOARD.

Tuesday the tenth day of December, A.D. 1907.

Before James Leitch, Esquire, K.C., Chaiman: A. B. Ingram, Esquire, Vice-Chairman, and H. N. Kittson, Esquire, Member.

In the Matter of the Application of the Corporation of the City of Ottawa for an order for the annexation of the village of Ottawa East to the said City of Ottawa.

1. Upon the application of the above-named Corporation for an order for the annexation to the City of Ottawa of the Village of Ottawa East, in the Township of Nepean in the County of Carleton and upon reading the notice of application, the affidavit of W. N. Barry, the Clerk of the said village of Ottawa East, and the resolution of the Municipal Council of the said village of Ottawa East, therein referred to declaring that it is expedient that the said village of Ottawa East be annexed to the said City of Ottawa, the affidavit of John Henderson, the Clerk of the said Corporation of the City of Ottawa, and the resolution of the Municipal Council of the said Corporation referred to in the said affidavit to the same effect as the said resolution of the said Municipal Council of the said village of Ottawa East and it appearing from the said affidavit of the said W. N. Barry that the said resolution of the said Council of the said village of Ottawa East has been submitted to the electors of the said Village of Ottawa East, entitled to vote thereon and that a majority of the said electors so voting thereon are in favor of the said resolution.

2. The Board orders that the said Village of Ottawa East be and the same is hereby annexed to the said City of Ottawa.

3. The Board further orders that:—

(*a*) That portion of the said Village of Ottawa East, lying east of Hurdman's Bridge Road shall form part of St. George's Ward in the said City of Ottawa and that portion of the said Village of Ottawa East lying west of the said Road shall form part of Central Ward in the said City of Ottawa.

(*b*) The said Corporation of the City of Ottawa shall assume all the debts and obligations and receive all the assets and property of the said Village of Ottawa East at the date of annexation.

(*c*) The plant of the Waterworks system of the said village of Ottawa East, shall be taken over by the said Corporation of the City of Ottawa at a valuation to be determined by arbitration in the event of failure to agree thereon.

(*d*) Subject as hereinafter provided the lands and residents of the said Village of Ottawa East, shall be subject to the same Municipal obligations and liabilities and be entitled to the same rights and privileges as those imposed upon or enjoyed by the lands and residents of the said City of Ottawa.

(*e*) The lands and buildings within the said Village of Ottawa East shall have a fixed assessment as follows:—Every house or tenement and the land connected therewith (not exceeding 10,000 square feet) shall continue to be assessed at the same value as at the date of annexation for a term of eight years from such date and all vacant lands for whatsoever purpose used, other than for building purposes, shall continue to be assessed at the same value as at the date of annexation for a term of eight years from the said date with the proviso that if any or any portion of such lands shall be divided into building lots or have houses erected thereon, such building

lots and buildings and the lands attached thereto (not exceeding 10,000 square feet) shall be liable to be assessed at the same rate or proportionate value as similar properties in the same locality at the date of annexation.

(*f*) The Municipal Council of the said City of Ottawa shall use its influence with the Dominion Government to secure a bridge over the Rideau Canal connecting Mutchmor street in the said City of Ottawa with Clogg street in the said village of Ottawa East or at such other location as may be decided on at a later date.

(*g*) The voters' list prepared for the said Village of Ottawa East for the Municipal Election for 1908 shall be used for the Municipal Election for the said City of Ottawa, for 1908.

4. And the Board further orders that this order shall take effect on and from the 16th day of December, A.D., 1907.

(Sgd.) James Leitch,
Chairman of the Ontario Railway and Municipal Board.

THE ONTARIO RAILWAY AND MUNICIPAL BOARD.

Tuesday the tenth day of December, 1907.

Before James Leitch, Esquire, K.C., Chairman; A. B. Ingram, Esquire, Vice-Chairman, and H. N. Kittson, Esquire, Member.

In the Matter of the Application of the Corporation of the City of Ottawa for an order for the annexation of the Village of Hintonburg, to the said City of Ottawa.

1. Upon the application of the above-named Corporation for an order for the annexation to the City of Ottawa of the Village of Hintonburg in the Township of Nepean in the County of Carleton and upon reading the notice of application, the affidavit of W. A. Mason, the Clerk of the said Village of Hintonburg and the resolution of the Municipal Council of the said Village of Hintonburg, therein referred to declaring that it is expedient that the said Village of Hintonburg be annexed to the said City of Ottawa, the affidavit of John Henderson the Clerk of the said Corporation of the City of Ottawa and the resolution of the Municipal Council of the said Corporation of the City of Ottawa therein referred to, to the same effect as the said resolution of the Municipal Council of the said Village of Hintonburg and it appearing from the affidavit of the said W. A. Mason, that the said resolution of the Municipal Council of the said Village of Hintonburg has been submitted to the electors of the said village entitled to vote thereon and that a majority of such electors so voting are in favor of the said resolution.

2. The Board orders that the said Village of Hintonburg be and the same is hereby annexed to the said City of Ottawa.

3. The Board further orders that:—

(*a*) That portion of the said Village of Hintonburg lying north of the Richmond Road shall become part of Victoria Ward in the said City of Ottawa and the remaning portion of the said Village of Hintonburg shall become a part of Dalhousie Ward in the said city of Ottawa until such time as a redistribution of the wards of the said City of Ottawa is made.

(*b*) The said Village of Hintonburg shall be supplied with water from

the Waterworks system of the said City of Ottawa and extensions of the service shall be made from time to time on the same terms and conditions as water service is now supplied in the said City of Ottawa.

(*c*) All the property and assets of the said Village of Hintonburg shall become the property and assets of the said Corporation of the City of Ottawa and the said Corporation shall assume all existing liabilities of the said Village of Hintonburg.

(*d*) The said Village of Hintonburg shall be given police and fire protection by the said Corporation of the City of Ottawa.

(*e*) The said Village of Hintonburg shall be lighted by the Municipal Electric plant of the said Corporation of the City of Ottawa.

(*f*) The said Village of Hintonburg shall be drained on the local improvement system of taxation now existing in the City of Ottawa as and when recommended by the Board of Health of the said City of Ottawa, and as part of the said drainage, the work of making a connection with the sewers of the said City of Ottawa, shall be commenced prior to the first day of July, A.D., 1908.

(*g*) The Municipal Council of the said City of Ottawa may grant a fixed assessment on lands or buildings or both, in such cases as it may deem proper for a period not exceeding twenty years to any industry which may hereafter be established within the present boundaries of the said Village of Hintonburg, the site of which shall not be more than ten thousand feet distant from the tracks of any Railway Company.

(*h*) The electors resident within the present boundaries of the said Village of Hintonburg shall vote at the Municipal Election to be held in the said City of Ottawa for the year 1908, on the voters' list prepared for the Municipal Election for the said Village of Hintonburg, for the year 1908.

And the Board further orders that this order shall take effect on and from the 16th day of December, A.D. 1907.

(Sgd.) James Leitch,
Chairman of the Ontario Railway and Municipal Board.

THE ONTARIO RAILWAY AND MUNICIPAL BOARD.

Thursday the second day of January, A.D. 1908.

Before A. B. Ingram, Esq., Vice-Chairman, and H. N. Kittson, Esq., Member.

In the Matter of the Application under 4 Edward VII (Ontario) Chapter 22, Section 11, of the Municipal Corporation of the Town of Smith's Falls for the approval of the said Corporation's By-law No. 768, providing for the payment of an increased rate of interest on the debenture debt mentioned in the said Corporation's By-law No. 754.

Upon the application of the above-named Corporation and upon reading the notice of Application filed by J. A. Lewis, Clerk of the said Corporation, the statutory declarations of James B. Lyle, Mayor, and Henry Layng, Treasurer, of the said Corporation, and the certified copies of the said By-laws Nos. 754 and 768, filed.

The Board orders that the said By-law No. 768 of the said Municipal Corporation of the Town of Smith's Falls, intituled "The Corporation of the Town of Smith's Falls, By-law No. 768, a By-law to amend By-law No. 754 of the Town of Smith's Falls," be and the same is hereby approved under and in pursuance of Section 388*b* of "The Consolidated Municipal Act, 1903" (4 Edward VII, Chapter 22, Section 11 (Ontario)).

(Sgd.) A. B. Ingram,
Vice-Chairman of the Ontario Railway and Municipal Board.

(L. S.)

THE ONTARIO RAILWAY AND MUNICIPAL BOARD.

Thursday the second day of January, A.D. 1908.

Before A. B. Ingram, Esq., Vice-Chairman, and H. N. Kittson, Esq., Member.

In the Matter of the Application under 4 Edward VII (Ontario) Chapter 22, Section 11, of the Municipal Corporation of the Town of Smith's Falls for the approval of the said Corporation's By-law No. 769, providing for the payment of an increased rate of interest on the debenture debt mentioned in the said Corporation's By-law No. 696.

Upon the application of the above-named Corporation and upon reading the notice of application filed by J. A. Lewis, Clerk of the said Corporation, the statutory declarations of James B. Lyle, Mayor, and Henry Layng, Treasurer, of the said Corporation, and the certified copies of the said By-laws Nos. 696 and 769, filed.

The Board orders that the said By-law No. 769 of the said Municipal Corporation of the Town of Smith's Falls, intituled, "The Corporation of the Town of Smith's Falls, By-law No. 769, a By-law to amend By-law No. 696 of the Town of Smith's Falls," be and the same is hereby approved under and in pursuance of Section 388*b* of 'The Consolidated Municipal Act, 1903" (4 Edward VII, Chapter 22, Section 11, (Ontario)).

(Sgd.) A. B. Ingram,
Vice-Chairman of the Ontario Railway and Municipal Board.

(L. S.)

THE ONTARIO RAILWAY AND MUNICIPAL BOARD.

Thursday the second day of January, A.D., 1908.

Before A. B. Ingram, Esq., Vice-Chairman, and H. N. Kittson, Esq., Member.

In the matter of the application, under 4 Edward VII. (Ontario) Chapter 22, Section 11, of the Municipal Corporation of the Town of Smith's Falls for the approval of the said Corporation's By-law No. 770 providing for the payment of an increased rate of interest on the Debenture Debt mentioned in the said Corporation's By-law No. 767.

Upon the application of the above-named Corporation and upon reading the notice of application filed by J. A. Lewis, Clerk of the said Corporation, the statutory declarations of James B. Lyle, Mayor, and Henry Layng, Treasurer, of the said Corporation, and the certified copies of the said By-laws Nos. 767 and 770, filed,

The Board orders that the said By-law No. 770 of the said Municipal Corporation of the Town of Smith's Falls, intituled, "The Corporation of the Town of Smith's Falls, By-law No. 770, a By-law to amend By-law No. 767 of the Town of Smith's Falls," be and the same is hereby approved under and in pursuance of Section 388*b* of "The Consolidated Municipal Act, 1903," (4 Edward VII., Chapter 22, Section 11 (Ontario)).

(Sgd.) A. B. Ingram,
Vice-Chairman of the Ontario Railway and Municipal Board.

(L.S.)

THE ONTARIO RAILWAY AND MUNICIPAL BOARD.

Thursday the second day of January, A.D., 1908.

Before A. B. Ingram, Esq., Vice-Chairman, and H. N. Kittson, Esq., Member.

In the matter of the application, under 4 Edward VII. (Ontario) Chapter 22, Section 11, of the Municipal Corporation of the Town of Smith's Falls for the approval of the said Corporation's By-law No. 771 providing for the payment of an increased rate of interest on the Debenture Debt mentioned in the said Corporation's By-law No. 727.

Upon the application of the above-named Corporation and upon reading the notice of application filed by J. A. Lewis, Clerk of the said Corporation, the statutory declarations of James B. Lyle, Mayor, and Henry Layng, Treasurer, of the said Corporation, and the certified copies of the said By-laws Nos. 727 and 771, filed,

The Board orders that the said By-law No. 771 of the said Municipal Corporation of the Town of Smith's Falls, intituled, "The Corporation of the Town of Smith's Falls, By-law, No. 771, a By-law to amend By-law No. 727 of the Town of Smith's Falls," be and the same is hereby approved under and in pursuance of Section 388*b* of "The Consolidated Municipal Act, 1903," (4 Edward VII., Chapter 22, Section 11 (Ontario)).

(Sgd.) A. B. Ingram,
Vice-Chairman of the Ontario Railway and Municipal Board.

(L.S.)

THE ONTARIO RAILWAY AND MUNICIPAL BOARD.

Thursday the second day of January, A.D., 1908.

Before A. B. Ingram, Esq., Vice-Chairman, and H. N. Kittson, Esq., Member.

In the matter of the application, under 4 Edward VII. (Ontario) Chapter 22, Section 11, of the Municipal Corporation of the Town of Smith's Falls for the approval of the said Corporation's By-law No. 772 providing for the payment of an increased rate of interest on the Debenture Debt mentioned in the said Corporation's By-law No. 729.

Upon the application of the above named Corporation and upon reading the notice of application filed by J. A. Lewis, Clerk of the said Corporation, the statutory declarations of James B. Lyle, Mayor, and Henry Layng, Treasurer, of the said Corporation, and the certified copies of the said By-laws Nos. 729 and 772, filed.

The Board orders that the said By-law No. 772 of the said Municipal Corporation of the Town of Smith's Falls, intituled, "The Corporation of the Town of Smith's Falls, By-law No. 772, a By-law to amend By-law No. 729 of the Town of Smith's Falls," be and the same is hereby approved under and in pursuance of Section 388*b* of "The Consolidated Municipal Act, 1903" (4 Edward VII., Chapter 22, Section 11 (Ontario)).

(Sgd.) A. B. Ingram,

Vice-Chairman of the Ontario Railway and Municipal Board.

(L.S.)

THE ONTARIO RAILWAY AND MUNICIPAL BOARD.

Tuesday the tenth day of December, A.D., 1907.

Before James Leitch, Esq., K.C., Chairman; A. B. Ingram, Esq., Vice-Chairman, and H. N. Kittson, Esq., Member.

In the matter of the application of the Corporation of the City of Ottawa for an order for the annexation of a portion of the Township of Nepean to the said City of Ottawa.

1. Upon the application of the above-named Corporation for an order for the annexation to the City of Ottawa of that portion of the Township of Nepean in the County of Carleton, hereinafter described, and upon reading the notice of application, the affidavit of John Henderson, the City Clerk of the said Corporation and the resolution of the Municipal Council of the said Corporation therein referred to, declaring that it is expedient that the said portion of the said Township of Nepean should be annexed to the said City of Ottawa, a petition signed by a majority of the ratepayers of the said portion of the Township of Nepean praying that the said portion of the said Township may be added to the said City of Ottawa and the affidavit of William Martin.

2. The Board orders that that portion of the Township of Nepean in the County of Carleton lying between the Rideau River and the Rideau Canal and the western boundary of the Village of Ottawa East and Concession Street in the said City of Ottawa produced to the Rideau River, be and the same is hereby annexed to the said City of Ottawa.

3. The Board further orders that:—

(*a*) That portion of the said territory lying east of the Bank Street Road shall become part of Central Ward in the City of Ottawa and that portion of the said territory lying west of the Bank Street Road shall become part of Wellington Ward in the said City of Ottawa until such time as a rearrangement of the wards in the said City of Ottawa shall be made.

(*b*) The said territory shall be supplied with water from the Water Works System of the said City of Ottawa on the same terms and conditions as water is now supplied to the ratepayers of the said City of Ottawa from and after the date of annexation.

(*c*) The said Corporation of the City of Ottawa shall assume any Municipal indebtedness existing against the said territory at the date of annexation.

(*d*) The said territory shall be given police and fire protection by the said Corporation of the City of Ottawa from and after the date of annexation.

(*e*) The streets of the said territory shall be lighted by the Municipal Electric Plant of the said City of Ottawa from and after the date of annexation.

(*f*) The said territory shall be drained on the local improvement system of taxation now existing in the said City of Ottawa and the said drainage shall be constructed as and when recommended by the Board of Health of the said City of Ottawa.

(*g*) The said territory shall be given a fixed rate of assessment on all existing property as follows:—Every house or tenement and the land connected therewith (not exceeding 10,000 square feet) shall continue for a term of eight years from the date of annexation to be assessed at the same value as the assessment thereof for the said Township of Nepean made in the year 1907 and all vacant lands for whatsoever purpose used other than for building purposes shall continue to be assessed for a term of eight years at the same value of assessment thereof for the said Township of Nepean made in the year 1907 with the proviso that if any or any portion of such lands shall be divided into building lots or have houses erected thereon such building lots or buildings and the land attached thereto (not exceeding 10,000 square feet) shall then be liable to be assessed at the same rate or proportionate value as similar properties in the same locality are now assessed.

(*h*) The said Corporation of the City of Ottawa shall use its best endeavors to have the Street Railway Service now in operation in the said City of Ottawa extended to serve the said territory.

(*i*) The electors of the said territory shall vote at the Municipal Election to be held in the said City of Ottawa for the year 1908 on the voters' list prepared for the Municipal Election to be held in the Township of Nepean for the said year 1908.

4. And the Board further orders that this order shall take effect on and from the 16th day of December, A.D., 1907.

(Sgd.) James Leitch,
Chairman of the Ontario Railway and Municipal Board.

THE ONTARIO RAILWAY AND MUNICIPAL BOARD.

Thursday the nineteenth day of December, A.D., 1907.

Before A. B. Ingram, Esq., Vice-Chairman, and H. N. Kittson, Esq., Member.

In the matter of the application of the Municipal Corporation of the Town of Mount Forest for the approval of its By-law No. 548.

Upon the application of the Municipal Corporation of the Town of Mount Forest, and upon reading the notice of application, signed by the Mayor, Clerk and Treasurer of the said Town, the declaration of Charles A. Jones, Mayor, William C. Perry, Clerk and George J. Reid, Treasurer of the said Town and the certified copy of each of the By-laws Nos. 512 and 548, filed,

The Board orders that the said By-law No. 548 of the said Municipal Corporation of the Town of Mount Forest, intituled, "The Corporation of the Town of Mount Forest By-law No. 548, a By-law to amend By-law No. 512 of the said Town of Mount Forest," be and the same is hereby approved.

(Sgd.) A. B. INGRAM,

Vice-Chairman of the Ontario Railway and Municipal Board.

(L.S.)

THE ONTARIO RAILWAY AND MUNICIPAL BOARD.

Thursday the nineteenth day of December, A.D., 1907.

Before A. B. Ingram, Esq., Vice-Chairman, and H. N. Kittson, Esq., Member.

In the matter of the application of the Municipal Corporation of the Town of Mount Forest for the approval of its By-law No. 549.

Upon the application of the Municipal Corporation of the Town of Mount Forest, and upon reading the notice of application, signed by the Mayor, Clerk and Treasurer of the said Town, the declaration of Charles A. Jones, Mayor, William C. Perry, Clerk and George J. Reid, Treasurer of the said Town and the certified copy of each of the By-laws Nos. 518 and 549, filed,

The Board orders that the said By-law No. 549 of the said Municipal Corporation of the Town of Mount Forest, intituled, "The Corporation of the Town of Mount Forest By-law No. 549, a By-law to amend By-law No. 518 of the said Town of Mount Forest," be and the same is hereby approved.

(Sgd.) A. B. INGRAM,

Vice-Chairman of the Ontario Railway and Municipal Board.

(L.S.)

THE ONTARIO RAILWAY AND MUNICIPAL BOARD.

Thursday the nineteenth day of December, A.D., 1907.

Before A. B. Ingram, Esq., Vice-Chairman, and H. N. Kittson, Esq., Member.

In the matter of the application of the Municipal Corporation of the Town of Mount Forest for the approval of its By-law No. 550.

Upon the application of the Municipal Corporation of the Town of Mount Forest, and upon reading the notice of application, signed by the Mayor, Clerk and Treasurer of the said Town, the declaration of Charles A. Jones, Mayor, William C. Perry, Clerk and George J. Reid, Treasurer of the said Town, and the certified copy of each of the By-laws Nos. 530 and 550, filed,

The Board orders that the said By-law No. 550 of the said Municipal Corporation of the Town of Mount Forest, intituled, "The Corporation of the Town of Mount Forest By-law No. 550, a By-law to amend By-law No. 530 of the said Town of Mount Forest," be and the same is hereby approved.

(Sgd.) A. B. Ingram,
Vice-Chairman of the Ontario Railway and Municipal Board.

(L.S.)

THE ONTARIO RAILWAY AND MUNICIPAL BOARD.

Wednesday the eleventh day of December, A.D., 1907.

Before James Leitch, Esq., K.C., Chairman; A. B. Ingram, Esq., Vice-Chairman, and H. N. Kittson, Esq., Member.

In the matter of the application of Quin Brothers for the approval of "The Quin Automatic Emergency Air-brake System and Fender."

Upon the application of the above named applicants for the approval, by the Board, of the said Air-brake System and Fender and the same having been inspected and tested in actual operation by the Board and its Engineers appointed for that purpose and upon examining the plans and drawings of the said Air-brake System and Fender, filed on this application,

The Board orders that "The Quin Automatic Emergency Air-brake System and Fender," as shown and described in and upon the said plans and drawings, be and the same is hereby approved for use upon electric railway cars of railway companies, subject to the jurisdiction of the Legislative Assembly of the Province of Ontario.

(Sgd.) James Leitch,
Chairman of the Ontario Railway and Municipal Board.

(L.S.)

THE ONTARIO RAILWAY AND MUNICIPAL BOARD.

Monday the sixteenth day of December, A.D., 1907.

Before James Leitch, Esq., K.C., Chairman; A. B. Ingram, Esq., Vice-Chairman, and H. N. Kittson, Esq., Member.

In the matter of the application of the Municipal Corporation of the City of Peterborough for the approval of its By-law No. 1352.

Upon the application of the Municipal Corporation of the City of Peterborough, and upon reading the notice of application, filed by E. H. D. Hall, Esq., Solicitor for the said Corporation, the affidavit of Frank, Adams, Esq., Treasurer of the said City and the certified copies of By-laws Nos. 1,269 and 1,352, filed,

The Board orders that the said By-law No. 1,352 of the said Municipal Corporation of the City of Peterborough, intituled, "By-law No. 1,352, a By-law to amend By-law 1,269 of the Corporation of the City of Peterborough." Passed the 9th day of December, 1907, be and the same is hereby approved.

(Sgd.) James Leitch,
Chairman of The Ontario Railway and Municipal Board.

(L.S.)

THE ONTARIO RAILWAY AND MUNICIPAL BOARD.

Monday the sixteenth day of December, A.D. 1907.

Before James Leitch, Esq., K.C., Chairman; A. B. Ingram, Esq., Vice-Chairman, and H. N. Kittson, Esq., Member.

In the Matter of the Application of the Municipal Corporation of the City of Peterborough, for the approval of its By-law No. 1,353.

Upon the application of the Municipal Corporation of the City of Peterborough, and upon reading the notice of application filed by E. H. D. Hall, Esq., Solicitor for the said Corporation, the affidavit of Frank Adams, Esq., Treasurer of the said City and the certified copy of By-law No. 1,077 and the certified copy of By-law No. 1,353, filed.

The Board orders that the said By-law No. 1,353 of the said Municipal Corporation of the City of Peterborough, intituled "By-law number 1,353, a By-law to amend By-law No. 1,077 of the Corporation of the City of Peterborough". Passed the 9th day of December, 1907, be and the same is hereby approved.

(Sgd.) James Leitch,
Chairman of the Ontario Railway and Municipal Board.

(L. S.)

THE ONTARIO RAILWAY AND MUNICIPAL BOARD.

Saturday the fourteenth day of December, A.D. 1907.

Before James Leitch, Esq., K.C., Chairman; A. B. Ingram, Esq., Vice-Chairman, and H. N. Kittson, Esq., Member.

In the Matter of the Application of the Town of Brockville, for the approval of its By-laws Nos. B. 599 and B. 613, respecting Gourley and Kincaid Streets and the James Smart Manufacturing Company, Brockville, Limited.

Upon the application of the Municipal Corporation of the Town of Brockville, for the approval of its By-laws Nos. B. 599 and B. 613, and upon reading the notice of application filed by James A. Hutcheson, Town Solicitor, the affidavits of George H. Fulford, Mayor, and George K. Dewey, Clerk, of the said Corporation, and of James A. Hutcheson, Solicitor for the said Corporation, the certified copy of each of the said By-laws, and the two petitions to the Mayor and Council of the Town of Brockville, filed.

The Board orders that By-law No. B599, intituled "By-law to authorize the closing of Gourley street and a portion of Kincaid street and to authorize the opening up of a new street in lieu of Gourley street," and By-law No. B. 613, intituled, "By-law to provide for the sale to the James Smart Manufacturing Company, Brockville, Limited, of Gourley street and of a portion of Kincaid street," be and the same are hereby approvel, validated and confirmed.

(Sgd.) James Leitch,
Chairman of the Ontario Railway and Municipal Board.

(L. S.)

THE ONTARIO RAILWAY AND MUNICIPAL BOARD.

Tuesday the seventeenth day of December, A.D. 1907.

Before James Leitch, Esq., K.C., Chairman; A. B. Ingram, Esq., Vice-Chairman, and H. N. Kittson, Esq., Member.

In the Matter of the Application of the Municipal Corporation of the Town of Berlin, for the approval of the said Corporation's By-law No. 937, being a By-law to raise the sum of $6,000.00 for the purpose of extending the waterworks system of the said Town.

Upon the application of the above-named Corporation, and upon reading the notice of application filed by Messieurs Millar and Sims, Solicitors for the Applicant, the statutory declarations of John Christian Breithaupt, Chairman of the Board of Water Commissioners for said Town, and of Aaron Bricker, Mayor of said Town, and a certified copy of each of the By-laws, Nos. 624, 631, 677 and 937, filed.

The Board orders that the said By-law No. 937 of the Municipal Corporation of the Town of Berlin intituled, "By-law No. 937, a By-law to provide for the issue of debentures to the amount of $6,000 for the purpose of extending and improving the waterworks system of the Town of Berlin," be and the same is hereby approved.

(Sgd.) James Leitch,
Chairman of the Ontario Railway and Municipal Board.

(L. S.)

THE ONTARIO RAILWAY AND MUNICIPAL BOARD.

Wednesday, the fifteenth day of January, A.D. 1908.

Before A. B. Ingram, Esq., Vice-Chairman, and H. N. Kittson, Esq., Member.

In the Matter of the Application, under 4 Edward VII, (Ontario) Chapter 22, Section 11, of the Municipal Corporation of the Village of Port Elgin, for the approval of the said Corporation's By-law No. 526, providing for the payment of an increased rate of interest on the Debenture Debt created by the said Corporation's By-law No. 508.

Upon the application of the above-named Corporation and upon reading the notice of application filed by William Burgess, Solicitor for the applicants, the verified copies of the said By-laws, Nos. 508 and 526, and the affidavits of Robert Munro, Clerk and James Struthers, Treasurer of the said Corporation, filed.

The Board orders that the said By-law No. 526 of the said Municipal Corporation of the Village of Port Elgin, intituled "By-law No. 526, of the Corporation of the Village of Port Elgin, a By-law to amend By-law Number 508 of the Corporation of the Village of Port Elgin," be and the same is hereby approved under and in pursuance of section 388*b* of "The Consolidated Municipal Act, 1903" (4 Edward VII, Chapter 22, Section 11, (Ontario)).

(Sgd.) A. B. Ingram,
Vice-Chairman of the Ontario Railway and Municipal Board.

(L. S.)

THE ONTARIO RAILWAY AND MUNICIPAL BOARD.

Saturday the twenty-fifth day of January, A.D. 1908.

Before James Leitch, Esq., K.C., Chairman; A. B. Ingram, Esq., Vice-Chairman, and H. N. Kittson, Esq., Member.

In the Matter of the application of the Hamilton, Grismby and Beamsville Electric Railway Company, for the sanction of its By-law passed the 28th day of October, 1907, for regulating travel on its cars.

Upon the application of the Hamilton, Grismby and Beamsville Electric Railway Company and upon reading the copy of the said By-law hereto annexed.

The Board orders that the By-law of the Hamilton, Grismby and Beamsville Electric Railway Company, passed the 28th day of October, 1907, intituled, "By-law No. , By-law regulating travel on the cars of the Hamilton, Grismby and Beamsvllle Electric Railway Company," a copy of which By-law is hereto annexed, be and the same is hereby approved and sanctioned.

(Sgd.) James Leitch,

Chairman of the Ontario Railway and Municipal Board.

(L. S.)

THE ONTARIO RAILWAY AND MUNICIPAL BOARD.

Monday the thirtieth day of December, 1907.

Before A. B. Ingram, Esq., Vice-Chairman, and H. N. Kittson, Esq., Member.

Between The Corporation of the Town of Toronto Junction, Complainant, and The Toronto Railway Company, Defendant.

Upon the application of the Complainant and upon hearing read the affidavit of William A. Baird, Esquire, filed, and upon hearing what alleged by Counsel for the Complainant.

It is ordered that the Respondent file and deliver a reply to the Complaint filed herein, on or before Saturday the 4th day of January, 1908.

It is further ordered that the hearing of the matters in question herein as set out in Complaint filed and the reply to be filed, as aforesaid, be held on Wednesday, the 8th day of January, 1908, at the hour of eleven o'clock in the forenoon, at the Chambers of the Ontario Railway and Municipal Board in the Legislative Buildings, Toronto.

(Sgd.) A. B. Ingram,

Vice-Chairman of the Ontario Railway and Municipal Board.

(L. S.)

THE ONTARIO RAILWAY AND MUNICIPAL BOARD.

Wednesday the 8th day of January, 1908.

Before James Leitch, Esq., K.C., Chairman, and A. B. Ingram, Esq., Vice-Chairman.

In the Matter of The Corporation of the Town of Toronto Junction, Complainant, and The Toronto Railway Company, Respondent.

Upon the application of the above named Complainant, complaining that the Respondent has failed and is failing to do an act, matter or thing required to be done by a certain agreement entered into on the 6th day of October, 1899, by the respondent with the complainant by which in consideration, among other things, of a grant of the right to run cars over Dundas street in the Town of Toronto Junction for a period of twenty-three years the respondents agreed and undertook among other things as follows:

"The City Company" (meaning the respondents) "shall each day operate its regular Dundas Street service along Dundas street between the "eastern limit of the Town and the western limit of Keele street and cars "operated on said street shall be those operated on the regular Dundas "street service of the City Company to the westerly limit of Dundas Street "within the City of Toronto."

by neglecting and refusing to operate the said cars or any cars in pursuance of the said agreement, and has in respect of the said agreement violated or committed a breach thereof. Upon reading the complaint of the complainant in that behalf and the reply of the respondent thereto, and upon hearing the evidence of G. S. Abrey, adduced and what was alleged by Counsel for the complainant in presence of Counsel for the respondent, and it appearing in the public interest that until the final determination of the said complaint, the respondent's cars by means of which the regular Dundas street service of the respondent is operated should recommence and thereafter continue to run from the westerly limit of the City of Toronto to the westerly limit of Keele street over Dundas street within the limits of the Town of Toronto Junction.

This Board doth order that the respondent do forthwith commence and until the final determination of the said complaint unless and until this Board shall sooner otherwise order, do continue each day to operate its regular Dundas street service along Dundas street between the eastern limit of the Town of Toronto Junction and the western limit of Keele street in the said Town using the Y at Keele street and Dundas street for the purpose of turning its cars and that the cars so to be operated on Dundas street, aforesaid and the said Y shall be those operated on the regular Dundas street service of the respondent to the westerly limit of Dundas street within the City of Toronto.

And this Board doth fix and appoint Tuesday, the 28th day of January, 1908, at eleven o'clock in the forenoon at the Chambers of the Ontario Railway and Municipal Board in the Legislative Buildings in the City of Toronto for hearing the said complaint.

(Sgd.) James Leitch,
Chairman of the Ontario Railway and Municipal Board.

THE ONTARIO RAILWAY AND MUNICIPAL BOARD.

Monday the thirtieth day of December, A.D., 1907.

Before A. B. Ingram, Esq., Vice-Chairman, and H. N. Kittson, Esq., Member.

In the Matter of the Application, under 4 Edward VII (Ontario) Chapter 22, Section 11, of the Municipal Corporation of the Town of Owen Sound for the approval of the said Corporation's By-law No. 1,281, providing for the payment of an increased rate of interest on the Debenture Debt created by the said Corporation's By-laws Nos. 1,191 and 1,192.

Upon the application of the above-named Corporation and upon reading the notice of application filed by J. W. Frost, Solicitor for the Applicants, the certified copies of the said By-laws Nos. 1,191, 1,192 and 1,281, and the affidavit of John W. Frost, Solicitor for the said Corporation, filed.

The Board orders that the said By-law No. 1,281 of the said Municipal Corporation of the Town of Owen Sound, intituled, "By-law Number 1,281 of the Town of Owen Sound. A By-law to amend By-laws numbers 1,191 and 1,192 as to rate of interest payable on Debentures thereunder and to repeal By-law No. 1,259," be and the same is hereby approved under and in pursuance of Section 388*b* of "The Consolidated Municipal Act, 1903" (4 Edward VII, Chapter 22, Section 11 (Ontario)).

(Sgd.) A. B. Ingram,
Vice-Chairman of the Ontario Railway and Municipal Board.

(L. S.)

THE ONTARIO RAILWAY AND MUNICIPAL BOARD.

Monday the thirtieth day of December, A.D., 1907.

Before A. B. Ingram, Esq., Vice-Chairman, and H. N. Kittson, Esq., Member.

In the Matter of the annexation to the City of Ottawa of a part of the Township of Nepean in the County of Carleton.

Upon the application of the Township of Nepean for an order varying or rescinding two certain orders of this Board annexing certain portions of the Township of Nepean to the said City of Ottawa, which said orders bear date respectively, the 9th day of July, 1907 and the 10th day of December, 1907, in presence of Counsel for the applicants and for the said City of Ottawa, upon hearing read the said two orders of this Board and the petition of the said Township and the affidavits of Alonzo G. Dawson, filed, and upon hearing Counsel aforesaid.

This Board orders that only those ratepayers qualified with respect to property situate within that portion of the Township of Nepean not annexed to the said City of Ottawa, are entitled to vote upon the By-law to be submitted to the ratepayers of the said Township with respect to the raising of

the sum of $10,000 for erection of bridges in the said Township upon which the ratepayers are to vote on the same date as the next municipal election in the said Township.

And this Board further orders that the polling place within the territory annexed to the said City of Ottawa be changed to some other convenient place in what remains within the Township of Nepean of the polling subdivision in question.

And this Board further orders that a notice of such change be published in each newspaper in which said by-law is advertised drawing attention to the said change, and that the notice of such change be mailed by the clerk of the township addressed to each ratepayer entitled to vote upon the said by-law at the said polling place at the address given in the voters' list to be used at said election drawing his attention to the change aforesaid.

And this Board further orders that the City of Ottawa may proceed to collect all the taxes remaining due with respect to the annexed territory, and doth adjourn the consideration of the respective rights of the said township and of the said city with respect thereto until a conference shall have been had between the officials of the said township and of the said city, reserving leave to either party to apply to this Board for a further appointment to consider the matter.

(Sgd.) A. B. Ingram.

Vice-Chairman of the Ontario Railway and Municipal Board.

(L.S.)

Number.	Name of Company.	Length of line.		No. of power houses.		Jurisdiction.			Incorporated.		Electric or Steam.		Remarks.
		Constructed.	Under construction.	Steam power.	Water power.	Dominion.	Provincial.	Doubtful.	Special Act.	Letters patent.	Electric.	Steam.	
1	Berlin and Waterloo..... 3.02 Leased line— Berlin and Bridgeport..... 2.50	5.52	.....	1	.....	.....	1	.....	.....	1	1	.....	Power purchased from Berlin light commissioners.
2	Brantford Street.....	7	.....	1	....	.....	1	.....	1	.....	1		
3	Cornwall Street	6.5	.....	1	1	.....	1	.....	.....	1	1		
4	Grand Valley	21	.....	1	.....	1	.....	1	1	.....	1	.....	Power also hired from Brantford St. Ry.
5	Guelph Radial	6	.....	1	.....	.....	1	.....	1	.....	1	.....	Owned and controlled by municipality.
6	Galt, Preston and Hespeler.... 9.00 Leased line— Preston to Berlin 7.25	16.25	.....	1	.....	.....	1	.....	.....	1	1		
7	Hamilton Street.....	21.807	.....	.....	.....	.....	1	.....	1	.....	1	.....	Power supplied by Cataract Power Company.
8	Hamilton and Dundas.....	7.25	.....	.....	.....	.....	1	.....	1	.....	1	.....	Power supplied by Cataract Power Company.
9	Hamilton Radial	22	1	1	.....	.....	1	.....	1	.....	1		
10	Hamilton, Grimsby and Beamsville.	27.5	.....	1	.....	.....	1	.....	1	.....	1		
11	Huntsville and Lake of Bays.....	1.5	.....	.....	.....	.....	1	.....	1	.....	.....	1	
12	International Transit Co	3.3	.....	.....	.....	.....	1	.....	.....	1	1	.....	Sault Ste. Marie rent 300 h.p. from Lake Superior Power Company.
13	Kingston, Portsmouth and Cataraqui	8	.....	1	.....	.....	1	.....	1	.....	1	.....	Power purchased from City of Kingston.
14	London Street.....	33.3	.....	1	.....	.....	1	.....	1	.....	1		
	Metropolitan (*see* Toronto and York Radial).												
15	Niagara Falls and Park River.....	11.85	.....	1	1	.....	1	.....	1	.....	1	.....	Operated by International Ry. and subject to Park Commissioners.
16	Ottawa Electric.....	22.87	.....	.....	1	1	1	1	1	1	1	.....	Jurisdiction divided.
17	Port Arthur and Fort William Electric	9.5	.....	.....	1	.....	1	.....	1	.....	1	.....	Owned and controlled by municipality of PortArthur.

Number.	Name of Company.	Length of line.		No. of power houses.		Jurisdiction.			Incorporated.		Electric or Steam.		Remarks.
		Constructed.	Under construction.	Steam power.	Water power.	Dominion.	Provincial.	Doubtful.	Special Act.	Letters patent.	Electric.	Steam.	
18	Peterborough Radial	6	.....	.....	2	.....	1	.....	1	.....	1	.....	Power obtained from Peterborough Hydraulic Power Company.
19	Port Dalhouse, St. Catharines and Thorold Electric Street	6.5	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	Jurisdiction divided.
20	Sarnia Street	8	.....	1	.....	.....	1	.....	1	.....	1	.....	Power hired.
21	Sandwich, Windsor and Amerstburg	25.184	.....	1	.....	.....	1	.....	1	.....	1	.....	Operates Windsor & Tecumseh El. Ry.
22	South-Western Traction	18.5	9.5	1	.....	.....	1	.....	1	.....	1	.....	Constructed to Port Stanley but not finally inspected.
23	St. Thomas Street	7.5	.....	1	.....	.....	1	...	1	.....	1	.....	Owned and controlled by municipality.
24	Temiskaming and Northern Ontario.	139	113	.....	.....	.....	1	.....	1	.....	.....	1	Under control of Temiskaming and Northern Ont. Railway Commission.
25	Toronto Street	106.994	.....	1	.....	.....	1	.....	1	.....	1	.....	Three stations and obtains power from Niagara Falls. Mileage does not include tracks in sheds and yards.
26	Toronto and York Radial—												
	" Metropolitan Branch	51.5	.....	2	.....	.....	1	.....	1	.....	1	.....	A. C. station at Newmarket fed from Bond L.
	" Mimico Branch	10	.....	.....	.....	.....	1	.....	1	.....	1	.....	Power hired.
	" Scarboro Branch	10	.....	.....	.....	.....	1	.....	1	.....	1	.....	"
27	Toronto Suburban	9	.....	1	.....	.....	1	.....	1	.....	1	.....	
28	Windsor and Tecumseh Electric	10	.....	.....	.....	.....	1	.....	1	.....	1	.....	Leased and operated by the Sandwich, Windsor and Amerstburg.
29	Woodstock, Thames Valley and Ingersoll	11.5	.....	1	.....	.....	1	.....	1	.....	1	.....	
	Total mileage	650.825	123.5										

LIST 1.

ONTARIO ELECTRIC AND STEAM RAILWAYS THAT ARE UNDER THE JURISDICTION OF THE ONTARIO RAILWAY AND MUNICIPAL BOARD, THE TEMISKAMING AND NORTHERN ONTARIO RAILWAY COMMISSION, AND THE NIAGARA FALLS PARK COMMISSIONERS.

B.

Berlin and Waterloo Street Railway Company.

1. Ontario Statute, 1886.
   Incorporated by Letters Patent, 6th August, 1886 and March 15th, 1893.
   See Ontario Statutes, 1872, cap. 63.
   Berlin and Bridgeport Electric Ry. leased by Berlin and Waterloo Street Ry. Co.

Brantford Street Railway Company.

1. Ontario Statute. (1879, cap. 73.)
   Act to incorporate.
   See Grand Valley Railway Company, also Woodstock, Thames Valley and Ingersoll Electric Ry. Co.

C.

Cornwall Street Railway Company.

1. The Cornwall Street Railway, Light and Power Co., Ltd., incorporated by Letters Patent, dated April 18th, 1902.

G.

Grand Valley Railway Company.

1. Ontario Statute. (1895, cap. 97.)
   Act to incorporate.
2. Ontario Statute. (1896, cap. 102.)
   Act to amend the Act to incorporate the Grand Valley Ry. Co.
3. Dominion Statute. (1900, cap. 73.)
   See Port Dover, Brantford, Berlin and Goderich Ry. Co.
   Declared to be a work for the general advantage of Canada.
4. Dominion Statute. (1902, cap. 91.)
   Name changed to Grand Valley Ry. Co.
5. Dominion Statute. (1906, cap. 102.)
   See Brantford Street Railway Company, also Woodstock, Thames Valley and Ingersoll Electric Railway Co. Ontario Statute.

Guelph Railway Company.

1. Ontario Statute. (1895, cap. 98.)
   Act to incorporate and to confirm an agreement between the Corporation of the City of Guelph and George Sleeman.
2. Ontario Statute. (1901, cap. 79.)
3. Ontario Statute. (1903, cap. 95.)
   Act respecting the Guelph Ry. Co. and to change the name of the Company to that of the Guelph Radial Ry. Co.
4. Ontario Statute. (1905, cap. 91.)
   Act respecting the Guelph R. Ry. Co., and to confirm a by-law of the Corporation of the City of Guelph.

H.

Hamilton Street Railway Company.

1. Ontario Statute. (1873, cap. 100.)
   Act to incorporate.
2. Ontario Statute. (1893, cap. 90.)

Hamilton and Dundas Street Railway Company.

1. Ontario Statute. (1875-76, cap. 87.)
   Act to incorporate.
2. Ontario Statute. (1879, cap. 59.)
   Act to amend the Act incorporating the Hamilton and Dundas Ry. Co.
3. Ontario Statute. (1881, cap. 65.)
4. Ontario Statute. (1884, cap. 68.)
5. Ontario Statute. (1886, cap. 68.)
6. Ontario Statute. (1890, cap. 119.)
7. Ontario Statute. (1895, cap. 100.)
8. Ontario Statute. (1898, cap. 60.)

Hamilton Radial Electric Street Railway Company.

1. Ontario Statute. (1893, cap. 89.)
   Act to incorporate.
2. Ontario Statute. (1894, cap. 88.)
   Act to incorporate.
3. Ontario Statute. (1895, cap. 101.)
4. Ontario Statute. (1896, cap. 103.)
5. Ontario Statute. (1900, cap. 112.)
6. Ontario Statute. (1904, cap. 77.)

Hamilton, Grimsby and Beamsville Electric Railway Company.

1. Ontario Statute. (1892, cap. 95.)
   Act to incorporate.
2. Ontario Statute. (1897, cap. 87.)
   An Act to confirm the agreement between the Hamilton, Grimsby & Beamsville El. Ry. Co., and the City of Hamilton.
3. Ontario Statute. (1901, cap. 80.)
   Act to amend the Act incorporating the H. G. & B. El. Ry. Co.
4. Ontario Statute. (1904, cap. 76.)

Huntsville and Lake of Bays Railway Company.

1. Ontario Statute. (1900, cap. 113.)
   Act to incorporate.
2. Ontario Statute. (1903, cap. 97.)
3. Ontario Statute. (1904, cap. 18.)
   Subsection 1.
4. Ontario Statute. (1906, cap. 19.)
   Section 39.
   This line is constructed from the north end of Lake of Bays to the south end of Peninsula Lake, in the District of Muskoka; a cash subsidy of $10,000 was paid in July on order of the O. R & M. B.
   It connects two lakes, is a narrow gauge railway, operated by steam William John Emerson Duperow, of Huntsville, is general manager $1\frac{1}{2}$ miles in length.

I.

International Transit Company.

1. Ontario Statute. (1903, cap. 99.)
   Incorporated by Letters Patent, 22nd May, 1888, under provisions of Joint Stock Companies' Act, cap. 157, R.S.O. 1897, etc.

K.

Kingston Street Railway Company.

1. Ontario Statute. (1875-76, cap. 74.)
   Act to incorporate.
2. Ontario Statute. (1893, cap. 91.)
   Act to amend the Act to incorporate the Kingston St. Ry. Co., and to change the name to "The Kingston, Portsmouth & Cataraqui Street Railway Company."
3. Ontario Statute. (1904, cap. 79.)
   See The Kingston, Portsmouth & Cataraqui St. Ry. Co.

Kingston, Portsmouth and Cataraqui Street Railway Company.

1. Ontario Statute. (1875-76, cap. 74.)
   Act to incorporate.
2. Ontario Statute. (1893, cap. 91.)
   Act to amend the Act to incorporate the Kingston Street Ry. Co., and to change the name to "The Kingston, Portsmouth & Cataraqui Street Ry. Co."
3. Ontario Statute. (1895, cap. 105.)
4. Ontario Statute. (1898, cap. 61.)
5. Ontario Statute. (1904, cap. 79.)
6. Ontario Statute. (1906, cap. 111.)

L

London Street Railway Company.

1. Ontario Statute. (1873, cap. 99.)
   Act to incorporate.
2. Ontario Statute. (1889, cap. 79.)
3. Ontario Statute. (1894, cap. 89.)
   An Act to confirm an agreement between the London St. Ry. Co. and the Corporation of the Village of London West.
4. Ontario Statute. (1895, cap. 107.)
5. Ontario Statute. (1896, cap. 105.)
6. Ontario Statute. (1897, cap. 67.)
7. Ontario Statute. (1899, cap. 97.)
8. Ontario Statute. (1902, cap. 82.)
9. Ontario Statute. (1905, cap. 98.)

M.

Metropolitan Railway Company.

1. See Toronto & York Radial Ry. Co.

N.

Niagara Falls Park and River Railway Company.

1. Ontario Statute. (1892, cap. 96.)
   Act to incorporate.
2. Dominion Statute. (1900, cap. 54.)
   Power to acquire N.F.P. & R. Ry Co.
3. Ontario Statute. (1901, cap. 86.)
   See Dominion Statute, 1900, cap. 54.
   An Act respecting the Buffalo Ry. Co., also 1902, cap. 43, respecting the International Ry.

O.

Ottawa City Passenger Railway Company. (Afterwards The Ottawa Electric Railway Co.)

1. Statute of Canada. (1866.)
   Act to incorporate.
2. Ontario Statutes. (1868, cap. 45.)
   An Act to amend the Act intituled "An Act to incorporate the Ottawa City Passenger Ry. Co."
3. Ontario Statute. (1891.)
   Ottawa Electric Street Railway Co., was on the 13th day of February, 1891, incorporated by Letters Patent, under the Joint Stock Co's. Act and Street Railway Act.
4. Dominion Statute. (1892, cap. 53.)
   Declared to be a work for the general advantage of Canada, but the operation of so much of the Company's line of railway as may be within the Province of Ontario by any new or additional powers conferred by this Act, shall be subject to the Statutes of Ontario in force from time to time in relation to street railways.
5. Ontario Statute. (1894, cap. 76.)
   Act to confirm an agreement between the City of Ottawa and the Ottawa City Passenger Ry. Co., and the Ottawa Electric St. Ry. Co.
6. Dominion Statute. (1894, cap. 86.)
   An Act to confirm an agreement between the Ottawa City P. Ry. Co. and the Ottawa El. St. Ry. Co., and an agreement between the said companies and the Corporation of the City of Ottawa and to unite said Companies under the name of "The Ottawa Electric Railway Company."
7. Dominion Statute. (1899, cap. 82.)
8. Dominion Statute. (1903, cap. 171.)
9. Dominion Statute. (1905, cap. 140.)
   See Metropolitan Railway of Ottawa, "28 August, 1891, Ont. Letters Patent."

P.

Port Arthur and Fort William Railway Company.

1. Ontario Statute. (1891, caps. 78 and 93).
   Act to incorporate.

See Ontario Statutes, 1892, cap. 82, and cap. 70, sec. 20, also 1893, cap. 78, intituled "An Act respecting the Town of Port Arthur," also cap. 73, 1895, "An Act respecting the Town of Port Arthur," cap. 73, 1899, "An Act respecting the Town of Port Arthur," cap. 65, 1901, "An Act respecting the Town of Port Arthur," cap. 76, 1903, "An Act respecting the Town of Port Arthur."

Peterborough Radial Railway Company.

1. Ontario Statute. (1902, cap. 91.)
   Act to incorporate.
2. Ontario Statute. (1906, cap. 116.)

Port Dalhousie, St. Catharines and Thorold Electric St. Railway Company.

1. Ontario Statute. (1893.)
   Incorporated by Letters Patent 28th June, 1893.
2. Ontario Statute. (1902, cap. 93.)

S.

Sarnia Street Railway Company.

1. Ontario Statute. (1874, cap. 61.)
   Act to incorporate.
2. Ontario Statute. (1902, cap. 95.)
3. Ontario Statute. (1903, cap. 114.)

Sandwich and Windsor Passenger Railway Company. (Afterwards the Sandwich, Windsor & Amherstburg Ry. Co.)

1. Ontario Statute. (1871-72, cap. 64.)
   Act to incorporate.
2. Ontario Statute. (1874, cap. 64.)
   An Act to extend the time for the completion of the Sandwich and Windsor Passenger Ry.
3. Ontario Statute. (1887, cap. 80.)
   Act to amend the Act incorporating the Sandwich and Windsor Passenger Ry. Co.
4. Ontario Statute. (1891, cap. 94.)
   Act to further amend the Acts relating to the Sandwich, Windsor & Amherstburg Ry. Co.
5. Ontario Statute. (1893, cap. 97.)
   Act to amend the Acts relating to the Sandwich, Windsor & Amherstburg Ry. Co.
6. Ontario Statute. (1898, cap. 62.)
7. Ontario Statute. (1902, cap. 94.)
   Transfer by South Essex Electric Ry. Co. authorized.
8. Ontario Staute. (1903, cap. 112.)
   Act respecting the Sarnia, Windsor & Amherstburg Ry. and the City Railway Company of Windsor.
   The City Railway Co. of Windsor was incorporated under the provisions of "The Street Railway Act, R.S.C. 208."
9. Ontario Statute. (1904, cap. 88.)
   Transfer from City Co. to Sandwich Co. authorized.
10. Ontario Statute. (1905, cap. 39.)
    An Act respecting the Town of Amherstburg.

South-Western Traction Company.

1. Ontario Statute. (1902, cap. 96.)
   Act to incorporate.
2. Ontario Statute. (1903, cap. 115.)
3. Ontario Statute. (1904, cap. 89.)
4. Ontario Statute. (1906, cap. 121.)

St. Thomas Street Railway Company.

1. Ontario Statute. (1878, cap. 53.)
   Act to incorporate.

2. Ontario Statute. (1898, cap. 51.)
   Act respecting the City of St. Thomas and the St. Thomas Street Ry. Co.
3. Ontario Statute. (1903, cap. 111.)

T.

Temiskaming and Northern Ontario Railway.

1. Ontario Statute. (1902, cap. 9.)
   Act to authorize the construction of the T. & N. O. Ry.
2. Ontario Statute. (1903, cap. 4.)
   Act to amend the T. & N. O. Ry. Act.
3. Ontario Statute. (1904, cap. 7.)
   Act to amend the T. & N. O. Ry. Act.
4. Ontario Statute. (1905, cap. 10.)
   Act to amend the T. & N. O. Ry. Act.
5. Ontario Statute. (1906, cap. 14.)
   Act to amend the T. & N. O. Ry. Act.

Toronto Street Railway Company.

1. Statutes of Canada. (1861, cap. 83.)
   Act to incorporate.
2. Ontario Statute. (1868-69, cap. 81.)
   Act for the relief of the Toronto St. Ry. Co., and to provide for the sale of their Ry. and for other purposes.
3. Ontario Statute. (1873, cap. 101.)
   Act to remove certain doubts as to the powers of the proprietors of the Toronto St. Ry., and to incorporate them and others under the name of "The Toronto Street Railway Co.," and for other purposes.
4. Ontario Statute. (1875-76, cap. 63.)
   Act respecting the City of Toronto, the Toronto St. Ry. Co., and other matters.
5. Ontario Statute. (1877, cap. 85.)
6. Ontario Statute. (1884, cap. 77.)
   Act to authorize the Toronto St. Ry. Co. to issue mortgage debentures and for other purposes.
7. Ontario Statute. (1886, cap. 80.)
   Act to amend the Acts relating to the Toronto Street Ry. Co.
8. Ontario Statute. (1889, cap. 73.)
   Power to borrow for purchase of Toronto St. Ry.
9. Ontario Statute. (1890, cap. 127.)

9(*a*) Ontario Statute. (1890, cap. 105.)
   Act respecting the City of Toronto and the Toronto St. Ry.

Toronto Railway Company.

1. Ontario Statute. (1892, cap. 99.)
   Act to incorporate the Toronto Railway Co. and confirm an agreement between the Corporation of the City of Toronto and George W. Kiely, William McKenzie, Henry A. Everett and Chauncey W. Woodworth.
2. Ontario Statute. (1893, cap. 85.)
3. Ontario Statute. (1893, cap. 101.)
4. Ontario Statute. (1894, cap. 93.)

5. Ontario Statute. (1897, cap. 81.)
6. Ontario Statute. (1900, cap. 103.)
7. Ontario Statute. (1904, cap. 93.)

Toronto and York Radial Railway Company.

1. Ontario Statute. (1898, cap. 66.)
   Act to incorporate.
2. Ontario Statute. (1906, cap. 124.)
   Act respecting the T. & Y. R. Ry. Co.
3. Ontario Statute.
   Act respecting the Toronto & Scarboro' Electric Ry. Co., Light & Power Co.
4. Ontario Statute. (1898, cap. 65.)
   Act to amend the Act of incorporation of the Toronto & Scarboro El. Ry., L. & P. Co.
5. Ontario Statute. (1891, cap. 96.)
   Act respecting the Toronto & Mimico El. Ry. & Light Co.
6. Ontario Statute. (1892, cap. 98.)
7. Ontario Statute. (1903, cap. 118.)

Metropolitan Street Railway Company.

1. Ontario Statute. (1877, cap. 84.)
   Act to incorporate.
2. Ontario Statute. (1893, cap. 94.)
3. Ontario Statute. (1895, cap. 108.)
4. Ontario Statute. (1897, cap. 92.)
   See Toronto & York Radial Ry. Co., 1898, cap. 66.
5. Ontario Statute. (1900, cap. 116.)
6. Ontario Statute. (1901, cap. 84.)

Toronto and Mimico Railway Company.

1. Incorporated by Letters Patent, 14 November, 1890.
2. Ontario Statute. (1904, cap. 92.)
   Act respecting the Township of Toronto and the Toronto and Mimico Ry. Co.

Toronto Suburban Railway Company.

1. Ontario Statute. (1894, cap. 94.)
   Act to incorporate.
2. Ontario Statute. (1900, cap. 103.)
   Section "1."
3. Ontario Statute. (1900, cap. 124.)
4. Ontario Statute. (1901, cap. 91.)
5. Ontario Statute. (1904, cap. 94.)
   See Metropolitan Street Ry. Co. and Toronto & York Radial Ry. Co., also Toronto & Mimico Electric Ry., also Toronto & Scarboro Electric Ry.

W.

Windsor and Tecumseh Electric Railway Company.

1. Ontario Statute. (1904, cap. 96.)
   Act to incorporate.
   Power other than steam.

2. Ontario Statute. (1905, cap. 111.)
   See Ontario Traction Co., agreement with.
   Line operated by the Sandwich, Windsor & Amherstburg Ry.

Woodstock, Thames Valley and Ingersoll Electric Railway Company.

1. Ontario Statute. (1900, cap. 127.)
   Act to incorporate.
2. Ontario Statute. (1902, cap. 98.)
   Act to amend the Act incorporating the Woodstock, Thames Valley & Ingersoll El. Ry. Co.
   See Grand Valley and Brantford Street Rys.

The following tables A., B. and C. have been compiled for the purpose of showing the various subsidies voted since July 1st, 1867, by the Dominion of Canada and the Province of Ontario, and the various amounts in the form of bonuses, loans, subscriptions, etc. granted since Confederation by the Municipalities in Ontario to Railways constructed wholly or partially within the Province.

Table A. sets forth the subsidies voted by the Province of Ontario to the various Railways therein mentioned. These subsidies, however, have not all been paid in cash. In some cases the Railways have received the whole amount in cash, others have received the whole amount in certificates of the Province of Ontario, bearing interest at the rate of 3½ per cent. per annum, while others have received payments partly in cash and partly in certificates of Ontario with interest at 3½ per cent., also includes an amount voted to the Grand Trunk Pacific, none of which has been paid owing to railway being under construction.

Table B. shows what cash the Railways have received, the amounts which the Province has paid in respect of the certificates, and the amount of outstanding certificates. The amounts set forth in the total column in Table B. represents the amounts paid to Railway Companies respectively, together with the amount of the unredeemed certificates issued to such Railways. The difference between the gross sum of the subsidies voted and the total amount paid by the Government to Railways and the unpaid liability due by the Government in respect of such subsidies is made up of the interest at the rate of 3½ per cent. for the term of years over which the payment by the Government is distributed.

Table C. sets forth the amount of subsidies granted since Confederation to Railways, wholly or partially within Ontario by the Dominion of Canada up to June 30th, 1907 and by the Province of Ontario up to December 31st, and also the amounts voted by municipalities in the Province up to June 30th, 1906.

TABLE A.

AID BY PROVINCE OF ONTARIO TO RAILWAYS FROM CONFEDERATION TO DECEMBER 31ST, 1907.

Name of Railway.	Miles.	Rate.	Subsidy voted.
Bay of Quinte	28.45	$3,000	$85,350 00
Belleville and North Hastings	22.	3,000	66,000 00
Brantford, Norfolk and Port Burwell	33.27	2,000	66,540 00
Bruce Mines and Algoma	17.	3,000	51,000 00
Canada Central	20.029	2,650	53,000 00
"	20.	2,650	53,000 00
"	7.531	2,650	19,957 15
Canada Southern	62.901	2,000	125,802 00
Central Counties	31.	2,000	62,000 00
"	7.	1,200	8,400 00
Central Ontario	29.	3,000	87,000 00
Cobourg, Peterboro' and Marmora	9.37	2,000	18,740 00
Credit Valley	153.061	3,000	459,183 00
Canada Atlantic	65.72	4,000	262,880 00
Erie and Huron	40.556	2,000	81,112 00
Grand Trunk, Georgian Bay and Lake Erie	79.3	2,000	158,600 00
Grand Junction	45.86	3,000	137,580 00
"	20.	2,000	40,000 00
G. T. R. Assignee of Magnetawan River Ry	1.86	Cash.	10,000 00
Hamilton and North-Western	95.464	2,500	238,660 00
" "	48.052	3,000	144,156 00
Hamilton and Lake Erie	33.48	2,000	66,960 00
Huntsville and Lake of Bays	1.50	Cash.	10,000 00
Irondale, Bancroft and Ottawa	44.77	3,000	134,310 00
James Bay Railway	3.70	4,000	14,800 00
Kingston and Pembroke	20.	2,000	40,000 00
" "	15.	2,650	39,750 00
" "	11.58	3,250	37,635 00
" "	13.74	7,000	96,180 00
" "	28.42	8,000	237,360 00
Lake Simcoe Junction	26.50	2,000	53,000 00
Lindsay, Bobcaygeon and Pontypool	17.53	3,000	52,590 00
London, Huron and Bruce	69.146	2,000	138,292 00
Montreal and Ottawa	50.	2,000	100,000 00
Midland	20.40	2,000	40,800 00
"	19.60	2,250	44,100 00
"	14.53	4,000	58,120 00
North Simcoe	33.343	2,500	83,357 50
Northern Extension	42.72	2,000	85,440 00
"	27.68	4,000	58,120 00
Ontario and Rainy River	268.20	4,000	1,072,800 00
Ontario, Belmont and Northern	9.57	2,000	19,140 00
Ottawa, Arnprior and Parry Sound	149.43	3,000	448,290 00
Pembroke Southern	18.50	3,000	55,500 00
Prince Arthur's Landing	5.995	2,000	11,990 00
Prince Edward County	32.	2,500	80,000 00
Port Dover and Lake Huron	63.	2,000	126,000 00
Port Arthur, Duluth and Western	80.	3,000	240,000 00
Parry Sound Colonization	47.75	3,000	143,250 00
Stratford and Lake Huron	27.5	2,000	55,000 00
Toronto, Grey and Bruce	73.52	3,000	220,560 00
" "	77.62	2,000	155,240 00
Toronto and Nipissing	33.439	2,000	66,878 00
" "	12.778	3,000	38,334 00
Tillsonburg, Lake Erie and Pacific	19.108	2,000	38,216 00
Victoria	33.442	4,000	133,768 00
"	22.310	8,000	178,480 00
Wellington, Grey and Bruce	120.638	2,000	241,276 00
Whitby, Port Perry and Lindsay	45.745	2,000	91,490 00
Ottawa and New York (International Bridge)	.....	Cash.	35,000 00
Dominion Bridge Co. (Inter-provincial Bridge)	.....	Cash.	50,000 00
	2,361.608	.....	$7,120,986 65
*Grand Trunk Pacific (Thunder Bay to Junction).	200.	$2,000	400,000 00
Total	2,561.608	.....	$7,520,986 65

* Voted, but no money has been paid as road is under construction.

TABLE B.

Aid to Railways up to 31st December 1907, from Confederation, by the Province of Ontario.

Name of railway.	Miles.	Cash payments.	Certificates paid.	Certificates outstanding.	Total.
		$ c.	$ c.	$ c.	$ c.
Belleville and North Hastings	22,000		114,206 40		114,206 40
Brantford, Norfolk and Port Burwell	33,270		129,353 60		129,353 60
Bruce Mines and Algoma	17,000	1,920 00	11,770 33	79,795 27	93,485 60
Bay of Quinte	28,450		13,932 52	145,296 28	159,228 80
Canada Central	47,560	125,957 15			125,957 15
Canada Southern	62,901		244,559 20		244,559 20
Central Counties	38,000	68,747 26			68,747 26
Central Ontario	29,000	24,000 00	19,798 94	97,735 46	141,534 40
Cobourg, Peterboro and Marmora	9,370	18,740 00			18,740 00
Credit Valley	153,061	18,702 00	788,648 85		807,350 85
Canada Atlantic	65,720		454,887 60		454,887 60
Erie and Huron	40,556	1,634 47	122,200 40		123,834 87
Grand Trunk, Georgian Bay and Lake Erie	79,300	1,580 00	229,866 00		231,446 00
Grand Junction	65,860	40,000 00	238,067 60		278,067 60
Grand Trunk Railway as assignee of the Magnetawan Railway	1,860	10,000 00			10,000 00
Hamilton and North-Western	143,516		727,697 20		727,697 20
Hamilton and Lake Erie	33,480	66,960 00			66,960 00
Huntsville and Lake of Bays	1,500	10,000 00			10,000 00
Irondale, Bancroft and Ottawa	44,770		69,083 52	181,486 08	250,569 60
James Bay Railway	3,700		3,451 50	24,160 50	27,612 00
Kingston and Pembroke	88,740	213,522 50	393,423 20		606,945 70
Lindsay, Bobcaygeon and Pontypool	17,530		7,358 58	90,755 82	98,114 40
Lake Simcoe Junction	26,500	53,000 00			53,000 00
London, Huron and Bruce	69,146		268,839 60		268,839 60
Montreal and Ottawa	50,000		44,774 40	141,785 66	186,560 00
Midland	54,530	66,227 50	149,284 40		215,511 90

North Simcoe	33,343		144,241 60		144,241 60
Northern Extension	70,407	196,188 00			196,188 00
Ontario and Rainy River (Canadian Northern)	268,200		312,973 10	1,688,442 90	2,001,416 00
Ontario, Belmont and Northern	9,570		9,824 54	25,901 06	35,725 60
Ottawa, Arnprior and Parry Sound	149,430		245,246 98	572,445 02	817,692 00
Pembroke Southern	18,500		23,296 68	80,244 12	103,540 80
Prince Arthur's Landing	5,995		20,747 20		20,747 20
Prince Edward County	32,000		155,520 00		155,520 00
Port Dover and Lake Huron	63,000	126,000 00			126,000 00
Port Arthur, Duluth and Western (Canadian Northern)	80,000	15,571 54	182,595 60	265,148 40	463,315 54
Parry Sound Colonization	47,750		92,224 77	175,022 43	267,247 20
Stratford and Lake Huron	27,500	55,000 00			55,000 00
Toronto, Grey and Bruce	151,141	285,182 00	176,182 40		461,364 40
Toronto and Nipissing	46,217	105,212 00			105,212 00
Tillsonburg, Lake Erie and Pacific	19,108		19,584 59	51,710 61	71,295 20
Victoria	55,752	33,442 00	503,875 20		537,317 20
Wellington, Grey and Bruce	120,638	241,276 00			241,276 00
Whitby, Port Perry and Lindsay	45,745	40,000 00	89,790 40		129,790 40
Ottawa and New York (International Bridge)			11,427 08	53,870 52	65,297 60
Dominion Bridge Co. (Inter-provincial Bridge)			15,158 65	78,125 35	93,284 00
Totals	2,471,616	1,818,862 42	6,033,892 63	3,751,925 42	11,604,680 47

TABLE C.

RAILWAY AID BY THE DOMINION, PROVINCE, AND MUNICIPALITIES.

Name.	30th June, 1907.	31st December 1907.	30th June, 1906.	Total.
	$ c.	$ c.	$ c.	$ c.
1. Algoma Central & Hudson's Bay	924,976 00	.....	.....	924,976 00
2. Bay of Quinte	141,722 45	13,932 52	30,000 00	185,654 97
3. Belleville & North Hastings	21,888 00	114,206 40	.....	136,094 40
4. Brantford, Norfolk & Port Burwell	.....	129,353 60	.....	129,353 60
5. Brantford, Waterloo & Lake Erie	57,600 00	.....	.....	57,600 00
6. Brockville, Westport & Sault Ste. Marie	140,800 00	.....	116,000 00	256,800 00
7. Bruce Mines & Algoma	53,920 00	13,690 33	500 00	68,110 33
8. Buffalo & Lake Huron	.....	.....	966,000 00	966,000 00
9. Canada Atlantic	282,355 20	807,350 85	.....	1,089,705 05
10. Canada Central	1,525,250 00	125,857 15	*42,500 00	1,693,707 15
11. Canadian Northern, (Ontario, Manitoba & N. W. T.)	1,909,132 00	.....	.....	1,909,132 00
12 Canadian Pacific	25,000,000 00	.....	80,000 00	25,080,000 00
13. Canadian Southern	.....	244,559 20	322,500 00	567,069 20
14. Central Counties, (Leased to Canada Atlantic)	.....	68,747 26	24,000 00	92,747 26
15. Central Ontario	67,200 00	43,798 94	93,500 00	204,498 94
16. Cobourg, Blairton & Marmora	.....	.....	113,500 00	113,500 00
17. Cobourg, Peterboro & Marmora	.....	18,740 00	.....	18,740 00
18. Credit Valley	.....	807,350 85	1,085,000 00	1,892,350 85
19. Dominion Bridge Company	.....	15,158 65	.....	15,158 65
20. Erie & Huron	96,000 00	123,831 87	257,500 00	477,334 87
21. Grand Trunk Bridge	500,000 00	.....	.....	500,000 00
22. Grand Trunk, Georgian Bay & Lake Erie	39,744 00	231,446 00	929,000 00	1,200,190 00
23. Grand Junction	.....	278,067 60	.....	278,067 60
24. Grand Junction, Belleville & North Hastings	.....	.....	*263,000 00	263,000 00
25. Grand Trunk, Owen Sound Branch	.....	.....	85,500 00	85,500 00
26. Grand Trunk as assignee of the Magnetawan Ry	3,552 00	10,000 00	.....	13,552 00
27. Guelph Junction (Leased to Can. Pacific)	46,000 00	.....	*193,000 00	239,000 00
28. Guelph & Goderich (Leased to Can. Pacific)	.....	.....	31,000 00	31,000 00
29. Hamilton & North Western	.....	727,697 20	599,805 00	1,327,502 20
30. Hamilton & Lake Erie	.....	66,960 00	.....	66,960 00
31. Huntsville & Lake of Bays	.....	10,000 00	.....	10,000 00
32. Interprovincial Bridge	.....	.....	150,000 00	150,000 00
33. Irondale, Bancroft & Ottawa	144,000 00	69,083 52	.....	213,083 52
34. James Bay	1,071,872 00	3,451 50	20,000 00	1,095,333 50
35. Kingston, Napanee & Western (formerly Napanee, Tamworth & Quebec)	208,732 80	.....	167,940 43	376,673 23
36. Kingston & Pembroke	48,000 00	606,945 70	491,000 00	1,145,945 70
37. Lake Erie & Detroit River	475,851 00	.....	99,000 00	574,851 00
38. Lake Simcoe Junction (in Grand Trunk System)	.....	53,000 00	100,000 00	153,000 00

39. Leamington & St. Clair	51,200 00			51,200 00
40. Lindsay, Bobcaygeon & Pontypool	185,173 06	7,358 58	73,000 00	265,531 64
41. London, Huron & Bruce (in Grand Trunk System)		268,839 60	311,500 00	580,339 60
42. London & Port Stanley (Leased to Pere Marquette)			‡1,746,854 00	1,746,854 00
Magnetawan (see Grand Trunk)				
43. Manitoulin & North Shore	32,000 00			32,000 00
44. Midland (in Grand Trunk System)		215,511 90	144,870 85	360,382 75
45. Montreal & Ottawa	192,000 00	44,774 40		236,775 40
46. North Simcoe		144,241 60		144,241 60
47. Northern (in Grand Trunk)			*631,980 00	631,980 00
48. Northern Extension		196,188 00		196,188 00
49. Northern & Pacific Junction	1,320,000 00			1,320,000 00
50. Ontario, Belmont & Northern	30,720 00	35,725 60		66,445 60
51. Ontario & Quebec (in Canadian Pacific)			52,500 00	52,500 00
52. Ontario & Rainy River (in Canadian Northern)		312,973 10	50,000 00	362,973 10
53. Ottawa, Arnprior & Parry Sound (in Canada Atlantic)	779,712 00	245,246 98	184,900 00	1,209,858 98
54. Ottawa & New York	262,384 00	11,427 08	85,000 00	358,811 08
55. Ottawa Railway & Navigation	22,400 00			22,400 00
56. Ottawa Northern & Western (formerly Ottawa & Gatineau)	410,688 00			410,688 00
57. Parry Sound Colonization	152,800 00	92,224 77		245,024 77
58. Pembroke Southern	64,000 00	23,296 18	20,000 00	107,296 68
59. Pontiac & Renfrew	13,600 00			13,600 00
60. Pontiac & Pacific, Ottawa & Gatineau (International Bridge)	212,500 00			212,500 00
61. Port Arthur, Duluth & Western (Canadian Northern)	271,200 00	198,167 14	40,000 00	509,367 14
62. Prince Arthur's Landing		20,747 20		20,747 20
63. Prince Edward County		155,520 00		155,520 00
64. Port Dover & Lake Huron		126,000 00		126,000 00
65. Schomberg & Aurora	46,144 00		12,000 00	58,144 00
66. South Norfolk (in Grand Trunk)	54,400 00		65,000 00	119,400 00
67. Stratford & Lake Huron (in Grand Trunk)		55,000 00		55,000 00
68. St. Catharines & Niagara Central	38,400 00			38,400 00
69. St. Clair Frontier Tunnel Company	375,000 00			375,000 00
70. St. Lawrence & Ottawa			‡390,000 00	390,000 00
71. Thousand Islands	29,840 00		10,000 00	39,840 00
72. Tillsonburg, Lake Erie & Pacific (now Canadian Pacific)	117,431 48	19,584 59	75,000 00	212,016 07
73. Toronto, Grey & Bruce (in Canadian Pacific system)	14,656 00	461,364 40	980,000 00	1,464,020 40
74. Toronto, Hamilton & Buffalo			265,500 00	265,500 00
75. Toronto & Nipissing (in Canadian Pacific system)		105,212 00	376,702 59	481,914 59
76. Victoria (in Grand Trunk system)		537,317 20	186,000 00	723,317 20
77. Waterloo Junction (in Grand Trunk system)	32,800 00		47,000 00	79,800 00
78. Wellington, Grey & Bruce (in Grand Trunk system)		241,276 00	682,000 00	923,276 00
79. West Ontario Pacific	60,000 00		25,000 00	85,000 00
80. Whitby, Port Perry & Lindsay (in Grand Trunk system)		129,790 40	222,094 93	351,885 33
Totals	†$37,527,643 99	$8,231,118 86	$12,945,148 80	$58,703,911 65

*Includes Bonus and Subscription in Shares or Bonds. ‡ Includes Loans, Bonds and Subscriptions in Shares or Bonds. † Does not include Loan to Grand Trunk of $15,142,633.33, by Canada. See the three different tables of figures and explanation of same.

INDEX TO RAILWAY LEGISLATION.

In the following index an attempt has been made to set out in chronological order all the legislation passed by both the Dominion and Provincial Governments since 1867, affecting railways situate wholly or partially within the Province of Ontario.

No effort, however, has been made to include in this Index the various "Subsidy Acts" passed by the Dominion Parliament, although a few have been noted.

A.

	Cap.	Year.
ABITTIBI AND HUDSON'S BAY RAILWAY COMPANY:		
Dominion Statute	55	1907
Act to incorporate.		
ALGOMA CENTRAL RAILWAY COMPANY:		
(Afterwards Algoma Central and Hudson's Bay Ry. Co.) Ontario Statute	92	1899
Act to incorporate.		
Dominion Statute	55	1907
Act to incorporate.		
Declared to be a work for the general advantage of Canada.		
Ontario Statute	30	1900
Act respecting Aid by Land Grant.		
Dominion Statute	49	1900
Ontario Statute	12	1900
Sec. 25, ss. 2, Sec. 32, 33 and 34.		
Dominion Statute	46	1901
Act to change name to "The Algoma Central and Hudson Bay Railway Company."		
Dominion Statute	38	1902
Ontario Statute	7	1903
Sec. 54 and ss. 1.		
Ontario Statute	19	1904
Act respecting Aid to.		
Ontario Statute	13	1905
Sec. 27.		
Dominion Statute	53	1905
Ontario Statute	3	1906
Act to amend Act respecting Aid.		
Ontario Statute	19	1906
Sec. 37.		
Dominion Statute	54	1906
Ontario Statute	23	1907
Sec. 43. Extension of time.		
Dominion Statute	57	1907
ALGOMA COPPER RANGE RAILWAY COMPANY:		
Dominion Statute	54	1905
Act to incorporate.		
Declared to be a work for the general advantage of Canada.		
AMHERSTBURG, LAKE SHORE AND BLENHEIM RAILWAY COMPANY:		
Ontario Statute	78	1889
Act to incorporate, page 262.		
Ontario Statute	113	1890
Act to amend the Act incorporating, and to change the name to the "Lake Erie and Detroit River Railway Company," page 305.		
See Lake Erie and Detroit River Ry Co.		
ARNPRIOR AND PONTIAC RAILWAY COMPANY:		
Dominion Statute	47	1901
Act to incorporate		
ARTHUR, GUELPH AND ONTARIO RAILWAY COMPANY:		
Ontario Statute	115	1890
Act to incorporate.		
ARTHUR JUNCTION RAILWAY COMPANY:		
Ontario Statute	42	1878
Act to incorporate, page 156.		

INDEX TO RAILWAY LEGISLATION.—*Continued.*

	Cap.	Year.
ATIKOKAN IRON RANGE RAILWAY COMPANY:		
Dominion Statute	61	1891
Act to incororate, page 15.		
Dominion Statute	35	1897
Act respecting.		
ATLANTIC AND LAKE SUPERIOR RAILWAY COMPANY:		
Dominion Statute	39	1893
Act to incorporate.		
Dominion Statute	63	1894
Act respecting.		
Dominion Statute	48	1901
Act respecting.		
ATLANTIC AND NORTH WEST RAILWAY COMPANY:		
Dominion Statute	65	1879
Act to incorporate.		
Under Dominion Jurisdiction.		
AYLMER AND PORT BURWELL RAILWAY COMPANY:		
Ontario Statute	114	1890
Act to incorporate.		

B.

BAYFIELD AND SOUTH HURON RAILWAY COMPANY:		
Ontario Statute	49	1880
Act to incorporate.		
BAY OF QUINTE RAILWAY AND NAVIGATION COMPANY:		
Dominion Statute	46	1881
Act to incorporate.		
Sec. 1. *Declared to be a work for the general advantage of Canada.*		
Dominion Statute	15	1896
Act to provide for the Amalgamation of the Bay of Quinte Ry. and Navigation Co. and the Kingston and Napanee and Western Ry Co., under the name of "The Bay of Quinte Railway Company."		
See Bay of Quinte Railway Co.		
Ontario Statute	22	1898
Ss. 4 of sec. 1.		
Dominion Statute	50	1900
See Amalgamation of Bay of Quinte Ry. and Navigation Co. and the Kingston, Napanee and Western Ry Co., (1896, cap. 15).		
Ontario Statute	25	1902
Ss. 2 of sec. 1.		
Dominion Statute	40	1902
Dominion Statute	61	1905
See Napanee, Tamworth and Quebec Ry. Dominion Statute, 1906, cap. 15.		
BELLEVILLE AND LAKE NIPISSING RAILWAY COMPANY:		
Dominion Statute	68	1888
Act to incorporate.		
Declared to be a work for the general advantage of Canada.		
Dominion Statute	65	1890
Act to amend the Act to incorporate.		
Dominion Statute	31	1892
Act respecting.		
BELLEVILLE AND NORTH HASTINGS RAILWAY COMPANY:		
Ontario Statute	38	1874
Act to incorporate.		
Ontario Statute	45	1874
Ontario Statute (39 Vic.)	22	1875-6
Cap. ss. 2 of sec. 1.		
Ontario Statute	43	1878
Ontario Statute	53	1879

INDEX TO RAILWAY LEGISLATION.—*Continued.*

	Cap.	Year.
Ontario Statute	50	1880
Act respecting.		
Ontario Statute	64	1881
Amalgamated with, and merged into the Grand Junction Railway Co.		
Now Grand Trunk.		
BELLEVILLE AND OTTAWA RIVER RAILWAY COMPANY:		
Ontario Statute	68	1875 76
Act to incorporate.		
BELLEVILLE AND POINT ANN RAILWAY COMPANY:		
Ontario Statute	90	1903
Act to incorporate.		
BELLEVILLE STREET RAILWAY COMPANY:		
Ontario Statute	86	1875-76
Act to incorporate.		
BERLIN AND CANADIAN PACIFIC JUNCTION RAILWAY COMPANY:		
Dominion Statute	89	1887
Act to incorporate, page 149.		
Declared to be a work for the general advantage of Canada.		
Ontario Statute	42	1888
Dominion Statute	75	1889
Act respecting.		
Dominion Statute	85	1891
BERLIN AND WATERLOO STREET RAILWAY COMPANY:		
Incorporated by Letters Patent, 6th August	...	1886
Ontario Statute	63	1872
Berlin and Bridgeport Electric Railway leased by Berlin and Waterloo Street Railway Co.		
BERLIN, WATERLOO, WELLESLEY AND LAKE HURON RAILWAY CO.:		
Dominion Statute	84	1903
Act to incorporate page 31 (Vol. 11).		
Declared to be a work for the general advantage of Canada.		
Dominion Statute	47	1904
Act respecting.		
BESSEMER AND BARRY'S BAY RAILWAY COMPANY:		
Dominion Statute	48	1904
Act to incorporate.		
Declared to be a work for the general advantage of Canada.		
BOWMANVILLE, LINDSAY AND BOBCAYGEON RAILWAY COMPANY:		
Ontario Statute	62	1871-72
Ontario Statute	39	1874
Act to amend Act incorporating.		
BOYNTON BICYCLE ELECTRIC RAILWAY COMPANY:		
Dominion Statute	64	1894
Act to incorporate, page 19.		
Single rail system, Electric.		
BRACEBRIDGE AND TRADING LAKE RAILWAY COMPANY:		
Ontario Statute	85	1891
Act to incorporate.		
Ontario Statute	109	1900
Act to incorporate.		
Ontario Statute	22	1901
Ss. 1 of sec. 1.		
Ontario Statute	19	1906
Sec. 35.		
Ontario Statute	23	1907
Act to incorporate. Sec. 14, 46, 47.		
BRANTFORD AND ERIE RAILWAY COMPANY:		
Ontario Statute	75	1904
Act to incorporate.		
Ontario Statute	106	1906
BRANTFORD AND HAMILTON ELECTRIC RAILWAY COMPANY:		
Dominion Statute	50	1904
Act to incorporate.		
Declared to be a work for the general advantage of Canada.		
Same Company as under Ontario Statute, 1902, cap. 76.		

Index to Railway Legislation.—*Continued.*

	Cap.	Year.
Brantford, Norfolk and Port Burwell Railway Company:		
Ontario Statute	54	1879
Act to amend Acts relating to.		
See Norfolk Ry Co., (1874 cap. 53).		
See Grand Trunk Railway Co.		
Under Dominion Jurisdiction.		
Brantford, Port Dover and Galt Radial Electric Ry. Co.:		
Ontario Statute	95	1895
Act to incorporate.		
Brantford Street Railway Company:		
Ontario Statute	73	1879
Act to incorporate.		
See Grand Valley Railway Company also Woodstock, Thames Valley and Ingersoll Electric Railway Company, also the Port Dover, Brantford, Berlin and Goderich Ry. Co.		
Brantford, Waterloo and Lake Erie Railway Company:		
Dominion Statute	26	1885
Act to incorporate.		
Declared to be a work for the general advantage of Canada.		
Dominion Statute	64	1887
Act respecting.		
Ontario Statute	62	1888
Act respecting.		
Ontario Statute	45	1888
Act respecting.		
Dominion Statute	50	1890
Act respecting.		
Ontario Statute	60	1893
Act respecting.		
Now Toronto, Hamilton and Buffalo Ry.		
Brantford and Woodstock Railway Company:		
Dominion Statute	63	1905
Act to incorporate.		
Declared to be a work for the general advantage of Canada.		
Brighton, Warkworth and Norwood Railway Company:		
Ontario Statute	48	1883
Act to incorporate.		
Dominion Statute	64	1891
Act to incorporate.		
Declared to be a work for the general advantage of Canada.		
Brockville, Merrickville and Ottawa Railway Company:		
Ontario Statute	76	1885
Act to incorporate.		
Brockville and Ottawa Railway Company:		
Ontario Statute	44	1868
Act for the conversion of the ordinary bonds and old stock of the B. and O. Ry. Co. into reduced new stock, and for other purposes.		
Ontario Statute	40	1874
Act respecting.		
Dominion Statute	69	1874
Act respecting.		
Dominion Statute	36	1878
Act to amend the Act incorporating the B. and O. Ry. Co. and the Canada Central Ry. Co., and to provide for the amalgamation of the said Companies.		
Declared to be a work for the general advantage of Canada.		
Brockville and Westport Railway Company:		
Ontario Statute	45	1870-71
Act to incorporate.		
Ontario Statute	96	1873
Act to amend Act incorporating.		
See the Brockville, Westport & North-Western Ry. Co.		
Declared to be a work for the general advantage of Canada, under cap. 88, 1903, Dominion Statute.		

INDEX TO RAILWAY LEGISLATION.—*Continued.*

BROCKVILLE, WESTPORT AND SAULT STE. MARIE RY. CO.:
Ontario Statute 63 1884
Act to incorporate.
Ontario Statute 74 1887
Act to amend Act incorporating.
Ontario Statute 66 1888
Act to amend Act incorporating.
Ontario Statute 35 1889
Ss. 5 of sec. 1.
Ontario Statute 93 1892
Act to further amend Act incorporating.
See the Brockville, Westport and North-Western Railway Company.
Declared to be a work for the general advantage of Canada, under Cap. 88, 1903, Dominion Statute.

BROCKVILLE, WESTPORT AND NORTH-WESTERN RAILWAY COMPANY:
Dominion Statute 88 1903
Act to incorporate.
Declared to be a work for the general advantage of Canada.
Dominion Statute 64 1905
Act respecting.
Dominion Statute 67 1907
Act respecting.

BRUCE MINES AND ALGOMA RAILWAY COMPANY:
Ontario Statute 93 1899
Ontario Statute 22 1901
Ss. 2 of sec. 1.
Ontario Statute 25 1902
Ss. 8 of sec. 1.
Ontario Statute 89 1905
Ontario Statute 19 1906
Sec. 35 and ss. 3 of sec. 46.
Road not in operation 1906 report.
Ontario Jurisdiction.

BUFFALO RAILWAY COMPANY:
Now the International Railway Company.
Dominion Statute 54 1900
Act respecting. (Foreign.)
Dominion Statute 43 1902
Name changed to the International Ry. Co.
See Ont. Statute, 1892, cap. 96, also 1901, cap. 86. Niagara Falls Park and River Ry.

BUFFALO AND LAKE HURON RAILWAY COMPANY:
Dominion Statute 84 1873
Act to enable the B. and L. H. Ry. Co. to make arrangements respecting their Bond Debt, p. 319.
Leased by Grand Trunk.
Under Dominion Jurisdiction.

BUFFALO, NIAGARA AND TORONTO RAILWAY COMPANY:
Dominion Statute 67 1906
Act to incorporate, page 33.

BURK'S FALLS AND FRENCH RIVER RAILWAY COMPANY:
Dominion Statute 69 1906
Act to incorporate.

C.

CAMP BAY AND CROW LAKE RAILWAY COMPANY:
Ontario Statute 110 1900
Act to incorporate, page 513.

CAMPBELLFORD, LAKE ONTARIO AND WESTERN RAILWAY COMPANY:
Dominion Statute 54 1904
Act to incorporate, page 35.
Declared to be a work for the general advantage of Canada.
Dominion Statute 72 1906
Act respecting, page 47.

INDEX TO RAILWAY LEGISLATION.—*Continued.*

CANADA AIR-LINE RAILWAY COMPANY:		
Ontario Statute	33	1869
Act to incorporate.		
CANADA ATLANTIC RAILWAY COMPANY:		
Dominion Statute	57	1879
Act to incorporate.		
Dominion Statute	72	1886
Act to amend Act incorporating.		
Dominion Statute	67	1887
Act to further amend Act incorporating.		
Ontario Statute	91	1691
Ontario Statute	92	1891
Dominion Statute	33	1892
Act respecting.		
Dominion Statute	37	1897
Act respecting.		
Dominion Statute	58	1898
Act respecting.		
Dominion Statute	90	1903
Act respecting, p. 51.		
Dominion Statute	50	1905
Act respecting.		
Dominion Statute	73	1906
Act respecting.		
CANADA CENTRAL RAILWAY COMPANY:		
Dominion Statute	52	1870
Dominion Statute	68	1872
Act to amend Act incorporating.		
Ontario Statute	98	1873
Act to confirm and legalize certain By-laws passed by the Corporation of the Village of Renfrew, the Township of Horton, and the Township of Admaston, to subscribe for capital stock in the C. C. Ry. Co.		
Dominion Statute	61	1875
Ontario Statute	69	1875-76
Act to provide for the Registration of a certain Indenture executed by the C. C. Ry. Co. and to make other provisions respecting the same.		
Dominion Statute	36	1878
Amalgamation with the Brockville and Ottawa Ry.		
Declared to be a work for the general advantage of Canada.		
Dominion Statute	16	1880
Dominion Statute	52	1880
Canada Central Railway (new company) now Canada Pacific Railway.		
Ontario Statute	69	1902
Act to incorporate.		
Dominion Statute (new company)	45	1902
Act to incorporate.		
Ontario Statute	92	1903
Act to amend Act incorporating.		
Ontario Statute	5	1903
Act respecting Aid by Land Grant.		
Ontario Statute	90	1905
Dominion Statute	68	1905
Ontario Statute	19	1906
Sec. 46, ss. 2, 3 and 4.		
Dominion Statute	70	1907
CANADA NATIONAL RAILWAY AND TRANSPORT COMPANY:		
Dominion Statute	51	1901
Act to incorporate, p. 21.		
Declared to be a work for the general advantage of Canada.		
CANADA SOUTHERN RAILWAY COMPANY:		
Formerly Erie and Niagara Extension Ry. Co.		
See Canada Western Air-line Ry. Co., sec. 3, cap. 34, 1869.		

INDEX TO RAILWAY LEGISLATION.—*Continued.*

	Cap.	Year.
Ontario Statute	48	1871-72
Act to confer further corporate powers on the Can. Southern Ry. Co.		
Ontario Statute	86	1873
Ontario Statute	41	1874
Dominion Statute	68	1874
Declared to be a work for the general advantage of Canada.		
Dominion Statute	66	1875
Act to authorize the Canada Southern Ry Co. to acquire the Erie and Niagara Ry. and for other purposes.		
Dominion Statute	27	1878
Act respecting.		
Dominion Statute	68	1882
Ontario Statute	64	1884
Dominion Statute	15	1885
Dominion Statute	59	1888
Dominion Statute	60	1888
Dominion Statute	61	1888
Dominion Statute	34	1892
Dominion Statute	66	1894
Dominion Statute	46	1895
Dominion Statute	38	1897
Dominion Statute	56	1899
Dominion Statute	47	1902
Dominion Statute	55	1904
Dominion Statute	71	1905
Operated by Michigan Central Railroad.		
CANADA WESTERN RAILWAY COMPANY:		
Ontario Statute	70	1902
Act to incorporate.		
CANADA WESTERN AIR-LINE RAILWAY COMPANY:		
See Canada Southern Ry. and Erie and Niagara Extension Ry. cap. 32, 1869.		
Ontario Statute	34	1869
Act to incorporate.		
CANADIAN NORTHERN RAILWAY COMPANY:		
Dominion Statute	52	1901
Act respecting, p. 25.		
Dominion Statute	50	1902
Act respecting, p. 41.		
Dominion Statute	7	1903
Act respecting, p. 101, Vol. 1.		
See James Bay Ry. and Canadian Northern Ontario Ry.		
CANADIAN NORTHERN ONTARIO RAILWAY COMPANY:		
Formerly James Bay Ry. Co.		
Dominion Statute	72	1907
CANADIAN NORTHERN QUEBEC RAILWAY COMPANY:		
Dominion Statute	73	1907
Act respecting, p. 73.		
CANADIAN PACIFIC RAILWAY COMPANY:		
Dominion Statute	71	1872
Dominion Statute	73	1872
Act to incorporate.		
Dominion Statute	14	1874
Dominion Statute	55	1883
Dominion Statute	56	1887
Ontario Statute	60	1888
Ontario Statute	65	1889
Ontario Statute	91	1890
Ontario Statute	110	1890
Ontario Statute	70	1891
Ontario Statute	75	1891
Ontario Statute	82	1891
Ontario Statute	92	1891
Dominion Statute	73	1891
Ontario Statute	74	1892
Ontario Statute	90	1692

INDEX TO RAILWAY LEGISLATION.—*Continued.*

	Cap.	Year.
Ontario Statute	91	1892
Dominion Statute	41	1893
Dominion Statute	48	1893
Ontario Statute	34	1893
Sec. 5.		
Ontario Statute	11	1896
Act to authorize the transfer of certain Provincial Lands occupied by the C.P.R.		
Dominion Statute	6	1896
C. P. Ry. Co. agreement with G. T. R. Co. confirmed.		
Dominion Statute	39	1897
Act to confirm an agreement made between the C. P. Ry. Co. and the Hull Electric Company.		
Dominion Statute	74	1907
CARP, ALMONTE AND LANARK RAILWAY COMPANY:		
Ontario Statute	94	1892
Act to incorporate.		
CASCADILLA RAILWAY COMPANY:		
Ontario Statute	65	1884
Act to incorporate.		
CENTRAL RAILWAY COMPANY OF CANADA:		
(Formerly Ottawa River Railway Company.)		
Dominion Statute	79	1905
Act respecting.		
Dominion Statute	79	1906
Act respecting.		
CENTRAL COUNTIES RAILWAY COMPANY:		
Dominion Statute	89	1891
Act respecting.		
(Formerly Prescott County Ry. which *"was declared to be a work for the general advantage of Canada."*)		
Dominion Statute	42	1893
Act respecting.		
Ontario Statute	34	1893
Ss. 4 of sec. 1 and 2.		
Ontario Statute	48	1896
Sec. 6 and ss. 1 and 2 of sec. 6.		
Ontario Statute	40	1899
Ss. 2 of sec. 1.		
Dominion Statute	60	1899
Act respecting.		
Ontario Statute	23	1899
Ss. 6 of sec. 1 and 10.		
Ontario Statute	29	1900
Ss. 2 of sec. 1 and 10.		
Dominion Statute	53	1902
Act respecting.		
Dominion Statute	78	1905
Act respecting.		
Dominion Statute	76	1907
Act respecting.		
Leased to Canada Atlantic Ry.		
CENTRAL ONTARIO RAILWAY COMPANY:		
Dominion Statute	60	1884
Act respecting, p. 50.		
Declared to be a work for the general advantage of Canada.		
Dominion Statute	71	1886
Act respecting, p. 34.		
Dominion Statute	52	1890
Act respecting, p. 31.		
Ontario Statute	23	1899
Ss. 5 of sec. 1.		
Ontario Statute	29	1900
Ss. 3 of sec. 1 and 3.		
Ontario Statute	13	1905
Sec. 21.		

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CHATHAM AND CHARING CROSS RAILWAY COMPANY:		
Ontario Statute	60	1881
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CHATHAM CITY AND SURBURBAN RAILWAY COMPANY:		
Ontario Statute	101	1896
Act to incorporate.		
Ontario Statute	59	1898
CHATHAM STREET RAILWAY COMPANY:		
Ontario Statute	...	1885
Incorporated by Letters Patent 4th March, 1885.		
CHATHAM, WALLACEBURG AND LAKE ERIE RAILWAY COMPANY:		
Dominion Statute	105	1903
Act to incorporate, p. 107 (Vol. 2).		
Declared to be a work for the general advantage of Canada.		
CHATSWORTH, GEORGIAN BAY AND LAKE HURON RAILWAY COMPANY:		
Dominion Statute	62	1891
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CHIPPEWA AND NIAGARA FALLS ELECTRIC RAILWAY COMPANY:		
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CITY AND SUBURBAN ELECTRIC RAILWAY COMPANY:		
Ontario Statute	97	1891
(Formerly the Weston, High Park and Toronto Street Ry. Co.)		
CLEVELAND, PORT STANLEY AND LONDON TRANSPORTATION RY. CO.:		
Dominion Statute	44	1893
Act to incorporate, also to confirm an Agreement respecting the London and Port Stanley Railway.		
COBALT RANGE RAILWAY COMPANY:		
Dominion Statute	82	1906
Act to incorporate.		
COBOURG, NORTHUMBERLAND AND PACIFIC RAILWAY COMPANY:		
Dominion Statute	62	1889
Act to incorporate.		
Declared to be a work for the general advantage of Canada.		
Ontario Statute	59	1889
Dominion Statute	90	1891
Act to revive and amend the Act to incorporate.		
Dominion Statute	38	1892
Ontario Statute	88	1893
Act to confirm certain Municipal By-laws granting aid to the C. N. & P. Ry. Co.		
Dominion Statute	68	1894
Dominion Statute	61	1899
COBDEN AND OPEONGO RAILWAY COMPANY:		
Ontario Statute	51	1880
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COBOURG, PETERBOROUGH AND MARMORA RAILWAY COMPANY:		
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Ontario Statute	38	1869
Act to legalize the amalgamation of the Cobourg and Peterborough Ry Co. and the Marmora Iron Co., and for other purposes.		
Ontario Statute	59	1871-72
Act to authorize the C. P. & M. Ry. and Mining Co. to extend their line of Ry. and for other purposes.		
Ontario Statute	95	1873
Ontario Statute	47	1874
Act to authorize the C. P. and M. Ry. and Mining Co. to issue preferential debentures and to amend the Acts relating to the said Company and for other purposes.		
Ontario Statute	22	1875-76
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	Cap.	Year.
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Declared to be a work for the general advantage of Canada.		
Ontario Statute	74	1888
Ontario Statute	59	1889
Act to enable the Town of Cobourg to aid certain railways.		
COLLINGWOOD AND BAY OF QUINTE RAILWAY COMPANY:		
Dominion Statute	70	1888
Act to incorporate.		
Dominion Statute	84	1891
Act to amend the Act to incorporate.		
COLLINGWOOD SOUTHERN RAILWAY COMPANY:		
Dominion Statute	77	1907
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CORNWALL JUNCTION RAILWAY COMPANY:		
Ontario Statute	49	1883
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CORNWALL STREET RAILWAY COMPANY:		
The Cornwall Street Railway, Light and Power Co., Limited, incorporated by Letters Patent, dated April 18th, 1902.		
COTEAU AND PROVINCE LINE RAILWAY AND BRIDGE COMPANY:		
Dominion Statute	83	1872
Act to incorporate.		
Dominion Statute	61	1877
Act to amend.		
Dominion Statute	57	1879
Act to amend the Acts incorporating the Coteau and Province Line Ry. and Bridge Co. and the Montreal and City of Ottawa Junction Ry. Co. and amending Acts, and to amalgamate the said Companies, p. 14.		
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CREDIT VALLEY RAILWAY COMPANY:		
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Ontario Statute	38	1870-71
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Ontario Statute	47	1871-72
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Ontario Statute	80	1873
Ontario Statute	42	1874
Ontario Statute	22	1875
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Ontario Statute	14	1877
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Ontario Statute	52	1880
Dominion Statute	54	1880
Ontario Statute	61	1881
Ontario Statute	38	1883
Ontario Statute	50	1883
Dominion Statute	57	1883
Declared to be a work for the general advantage of Canada.		
Ontario Statute	61	1886

D.

DAWN TRAMWAY COMPANY:		
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Act to incorporate.		
DRESDEN AND OIL SPRINGS RAILWAY COMPANY:		
Name changed to Sarnia, Chatham and Erie Ry. Co.		
Ontario Statute	69	1873
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	Cap.	Year.
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Act to amend Act incorporating and to change the name to the Sarnia, Chatham and Erie Ry. Co.		
See Erie & Huron Ry. Co., sec. 3, cap. 70, 1873.		
DULUTH, NIPIGON AND JAMES BAY RAILWAY COMPANY:		
Dominion Statute	70	1894
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Declared to be a work for the general advantage of Canada.		
DUNNVILLE, ATTERCLIFFE AND SMITHVILLE RAILWAY COMPANY:		
Ontario Statute	116	1890
Act to incorporate.		
DUNNVILLE AND SMITHVILLE JUNCTION RAILWAY COMPANY:		
Ontario Statute	117	1890
Act to incorporate.		
DUNNVILLE, WELLANDPORT AND BEAMSVILLE ELECTRIC RY. CO.:		
Ontario Statute	107	1906
Act to incorporate.		
DURHAM SWITCH LINE RAILWAY COMPANY:		
Ontario Statute	71	1902
Act to incorporate.		

E.

EASTERN ONTARIO RAILWAY COMPANY:		
Ontario Statute	51	1883
Act to incorporate.		
Ontario Statute	75	1887
Act to amend the Act to incorporate.		
EMBRO RADIAL RAILWAY COMPANY:		
Ontario Statute	93	1903
Act to incorporate.		
ERIE AND HURON RAILWAY COMPANY:		
Operated by Pere Marquette Railway.		
Ontario Statute	70	1873
Act to incorporate.		
Ontario Statute	46	1874
Act to amend Act incorporating.		
Ontario Statute	45	1878
Ontario Statute	61	1879
Act to legalize certain By-laws and Debentures of the County of Kent in aid of the E. & H. Ry. Co.		
Ontario Statute	23	1881
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Ontario Statute	62	1881
Act to extend the time for completion.		
Ontario Statute	49	1882
Ontario Statute	52	1883
Dominion Statute	68	1884
Declared to be a work for the general advantage of Canada.		
Dominion Statute	59	1890
Dominion Statute	73	1894
Dominion Statute	67	1899
Act to authorize the amalgamation of the E. & H. Ry. Co. and the Lake Erie and Detroit River Ry. Co.		
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ERIE, LONDON AND TILLSONBURG RAILWAY COMPANY:		
Dominion Statute	90	1906
Act to incorporate.		
Declared to be a work for the general advantage of Canada.		
ERIE AND NIAGARA RAILWAY COMPANY:		
Incorporated 1863.		
Dominion Statute	86	1873
Act to amend the E. & N. Ry. Co., Act of 1863.		
Dominion Statute	66	1875
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Dominion Statute	61	1888
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ERIE AND NIAGARA EXTENSION RAILWAY COMPANY:		
Now Canada Southern Railway Company.		
Ontario Statute	14	1868
Act to incorporate.		
Ontario Statute	32	1869
Act to amend the Act incorporating, and to change name to the Canada Southern Ry. Co.		
ESSEX AND KENT RADIAL RAILWAY COMPANY:		
Ontario Statute	78	1901
Act to incorporate.		
Ontario Statute	72	1902
ESSEX TERMINAL RAILWAY COMPANY:		
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FENELON FALLS RAILWAY COMPANY:		
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Ontario Statute	43	1870-71
Act to incorporate.		
Ontario Statute	60	1871-72
Act to amend the Act incorporating, Name changed to Lindsay, Fenelon Falls and Ottawa River Ry. Co.		
Ontario Statute	97	1873
Act to amend Acts incorporating. Name changed to the Victoria Railway Company.		
FLOS TRAMWAY COMPANY:		
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Act to incorporate.		
FORT ERIE FERRY RAILWAY COMPANY:		
Ontario Statute	76	1887
Act to incorporate.		
Ontario Statute	86	1891
Act to amend the Act incorporating.		
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Ontario Statute	73	1902
FORT FRANCIS, MANITOU AND NORTHERN RAILWAY COMPANY:		
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FORT FRANCIS AND PACIFIC RAILWAY COMPANY:		
Ontario Statute	86	1897
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FORT WILLIAM TERMINAL RAILWAY AND BRIDGE COMPANY:		
Dominion Statute	97	1906
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G.

GALT AND GUELPH RAILWAY COMPANY:		
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GALT JUNCTION RAILWAY COMPANY:		
Ontario Statute	50	1882
GALT AND PRESTON STREET RAILWAY COMPANY:		
Incorporated by Letters Patent, 20th November, 1890	...	1890
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GANANOQUE, PERTH AND JAMES BAY RAILWAY COMPANY:		
Dominion Statute	83	1884
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GANANOQUE AND RIDEAU RAILWAY COMPANY:		
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Ontario Statute	46	1870-71
Act to incorporate.		
Ontario Statute	67	1884
Name changed to Thousand Island Ry. Co.		
Ontario Statute	66	1894
To confirm an agreement between the Town of Gananoque and the Thousand Island Ry. Co.		
GEORGIAN BAY AND LAKE HURON RAILWAY COMPANY:		
Ontario Statute	67	1886
Act to incorporate.		
GEORGIAN BAY AND SEABOARD RAILWAY COMPANY:		
Dominion Statute	95	1905
Act to incorporate.		
Declared to be a work for the general advantage of Canada.		
Dominion Statute	88	1907
Act respecting.		
GEORGIAN BAY AND WELLINGTON RAILWAY COMPANY:		
See Grand Trunk, Georgian Bay and Lake Erie Ry. Co., also Grand Trunk Ry. Co.		
Ontario Statute	47	1878
Act to incorporate.		
Ontario Statute	56	1879
Ontario Statute	53	1880
Ontario Statute	23	1881
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Ontario Statute	63	1881
Ontario Statute	69	1881
GODERICH AND CANADIAN PACIFIC JUNCTION RAILWAY COMPANY:		
Dominion Statute	91	1887
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Dominion Statute	51	1890
Act respecting, and to change name to Goderich and Wingham Railway Company.		
GRAND JUNCTION RAILROAD COMPANY:		
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Act to incorporate.		
Dominion Statute	53	1870
Act to revive the Charter of the G. J. Ry. Co.		
Ontario Statute	48	1870-71
Act to enable the municipalities along the line of the G. J. Ry. Co. to grant aid thereto and to legalize certain By-laws granting aid to the said Company.		
Ontario Statute	43	1874
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Ontario Statute	22	1875-76
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Ontario Statute	57	1879
Ontario Statute	54	1880
Ontario Statute	64	1881
Ontario Statute	67	1882
Act to consolidate the above and other railways under the name of "The Midland Railway of Canada."		
GRAND ONTARIO CENTRAL RAILWAY COMPANY:		
Ontario Statute	55	1880
GRAND TRUNK RAILWAY COMPANY:		
Dominion Statute	19	1867

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Dominion Statute	49	1870
Act respecting the G. T. Ry. Co. and the Buffalo and Lake Huron Ry. Co.		
Dominion Statute	62	1872
Act to legalize a certain agreement entered into between the G. T. Ry. Co. and the Corporation of the Town of Galt, and for other purposes therein mentioned.		
Dominion Statute	63	1872
Act to confirm an agreement made between the G. T. Ry. Co. and the International Bridge Co., and for other purposes.		
Dominion Statute	25	1878
Ontario Statute	55	1879
Act respecting an agreement entered into between the City of Brantford and the G. T. Ry. Co.		
Ontario Statute	47	1883
Act respecting the Town of Woodstock and the G. T. Ry. Co.		
Dominion Statute	52	1884
Dominion Statute	53	1884
Ontario Statute	53	1886
Act respecting a certain agreement between the City of Brantford and the G. T. Ry. Co.		
Dominion Statute	57	1887
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Dominion Statute	49	1890
Dominion Statute	69	1891
Dominion Statute	39	1892
Dominion Statute	47	1893
Dominion Statute	48	1893
Act to give effect to an agreement between the G. T. Ry. Co., the Can. Pacific Ry. Co., and the Corporation of the City of Toronto.		
Ontario Statute	57	1893
Act respecting certain agreements made between the Village of Alvinston and the G. T. Ry. Co.		
Ontario Statute	85	1895
Act respecting an agreement between the City of Stratford and the G. T. Ry. Co.		
Dominion Statute	6	1896
G. T. Ry. Co. agreement with Can. Pacific Ry. Co. confirmed.		
Ontario Statute	52	1898
Act to confirm a certain agreement between the G. T. Ry. Co. of Canada, the St. Clair Tunnel Co. and the Town of Sarnia.		
Ontario Statute	39	1904
Act respecting an agreement between the Town of Barrie and the G. T. Ry. Co.		
Dominion Statute	89	1907
Act respecting.		
GRAND TRUNK, GEORGIAN BAY AND LAKE ERIE RAILWAY COMPANY:		
Dominion Statute	66	1887
See Port Dover & Lake Huron, the Stratford and Huron, and the Georgian Bay & Wellington Ry. Companies under cap. 69, 1881, Ontario Statutes.		
Dominion Statute	63	1890
Dominion Statute	49	1893
Operated by Grand Trunk Ry. Co.		
GRAND TRUNK PACIFIC RAILWAY COMPANY:		
Dominion Statute	122	1903
Act to incorporate.		
Declared to be a work for the general advantage of Canada.		
Ontario Statute	18	1904
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Dominion Statute	99	1906
Act to incorporate the G. T. P. Branch Lines Co.		
Ontario Statute	39	1907
Act respecting Land Grant to the G. T. P.		
GRAND VALLEY RAILWAY COMPANY:		
Ontario Statute	97	1895
Act to incorporate.		
Ontario Statute	102	1896
Act to amend the Act incorporating.		
Dominion Statute	73	1900
See Port Dover, Brantford, Berlin and Goderich Ry. Co.		
Declared to be a work for the general advantage of Canada.		
Dominion Statute	102	1906
Dominion Statute	90	1907
Act respecting.		
See Brantford Street Railway Company, also Woodstock, Thames Valley and Ingersoll Electric Railway Company. Ontario Statutes.		
GREAT LAKES RAILWAY COMPANY:		
Ontario Statute	74	1902
GREAT NORTHERN RAILWAY COMPANY:		
Dominion Statute	40	1892
Act respecting.		
Declared to be a work for the general advantage of Canada.		
Dominion Statute	44	1897
Act respecting.		
GREAT WESTERN RAILWAY COMPANY:		
Dominion Statute	61	1869
Act to confirm and give effect to a certain agreement between the Government of Canada and the G. W. Ry. Co.		
Dominion Statute	62	1869
Act respecting.		
Dominion Statute	50	1870
Act to amend Acts of incorporation.		
Dominion Statute	44	1871
Act to comprise in one Act the Financial affairs of the G. W. Ry. Co.		
Dominion Statute	65	1872
Act to enable the Great Western Ry. Co. to extend and improve its connections.		
Dominion Statute	83	1873
Act respecting.		
Dominion Statute	66	1874
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Dominion Statute	72	1875
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Dominion Statute	46	1876
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Dominion Statute	66	1882
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GREAT NORTH-WEST RAILWAY COMPANY:		
Dominion Statute	73	1874
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GREAT WESTERN AND LAKE ONTARIO SHORE JUNCTION RAILWAY CO.:		
Dominion Statute	88	1873
Act to incorporate, p. 331.		
Declared to be a work for the general advantage of Canada.		
Dominion Statute	48	1876
Act to extend the time for the commencement and completion of, and for other purposes, p. 31.		
Dominion Statute	50	1880
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Dominion Statute	56	1888
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GREY AND SIMCOE RAILWAY COMPANY:		
(Changed to North-Western Ry. of Canada.)		
Ontario Statute	39	1868
Act to amend the Charter of the G. & S. Ry. Co., and to change name to North-Western Ry. of Canada.		
GREY AND WALKERTON RAILWAY COMPANY:		
Ontario Statute	58	1879
Act to incorporate.		
GUELPH RAILWAY COMPANY:		
Ontario Statute	98	1895
Act to incorporate and to confirm an agreement between the Corporation of the City of Guelph and George Sleeman.		
Ontario Statute	79	1901
Ontario Statute	95	1903
Act respecting the G. Ry. Co. and to change the name of the Co. to that of the Guelph Radial Ry. Co.		
Ontario Statute	91	1905
Act respecting G. R. Ry. Co., and to confirm a By-law of the Corporation of the City of Guelph.		
GUELPH AND COLLINGWOOD RAILWAY COMPANY:		
Ontario Statute	71	1873
Act to incorporate.		
GUELPH AND GEORGIAN BAY RAILWAY COMPANY:		
Dominion Statute	125	1903
Act to incorporate, p. 179, (Vol. 2).		
Declared to be a work for the general advantage of Canada.		
Dominion Statute	101	1905
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GUELPH AND GODERICH RAILWAY COMPANY:		
Dominion Statute	81	1904
Act to incorporate, p. 133.		
Declared to be a work for the general advantage of Canada.		
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GUELPH JUNCTION RAILWAY COMPANY:		
Dominion Statute	79	1884
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GUELPH STREET RAILWAY COMPANY:		
Ontario Statute	83	1877
Act to incorporate.		

H.

HALIBURTON, WHITNEY AND MATTAWA RAILWAY COMPANY:		
Ontario Statute	94	1899
Act to incorporate.		
Ontario Statute	23	1899
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Ontario Statute	75	1902
Act to amend Act incorporating.		
Ontario Statute	92	1905
Act to extend time for commencement and completion.		
HAMILTON, ANCASTER AND BRANTFORD RAILWAY COMPANY:		
(Formerly Hamilton, Chedoke and Ancaster Electric Street Railway Co.		
Ontario Statute	76	1902
Company operating road under Dominion Statute, 1904, cap. 50.		
HAMILTON AND BARTON INCLINE RAILWAY COMPANY:		
Ontario Statute	118	1890
Act to incorporate.		
HAMILTON, BURLINGTON AND LAKE SHORE ELECTRIC RAILWAY CO.:		
Ontario Statute	99	1895
Act to incorporate.		
HAMILTON AND CALEDONIA RAILWAY COMPANY:		
Ontario Statute	36	1869
Act to authorize the construction of a railway from some point in the City of Hamilton to Caledonia.		
Ontario Statute	95	1899
Act to incorporate.		
Ontario Statute	96	1903
HAMILTON, CALEDONIA AND LAKE ERIE RAILWAY COMPANY:		
Ontario Statute	108	1906
HAMILTON CENTRAL RAILWAY COMPANY:		
(Formerly Hamilton, Guelph and Buffalo Ry.)		
Dominion Statute	76	1889
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HAMILTON, CHEDOKE AND ANCASTER ELECTRIC STREET RAILWAY CO.:		
Name changed to Hamilton, Ancaster and Brantford Ry. Co.		
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HAMILTON AND DUNDAS STREET RAILWAY COMPANY:		
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HAMILTON, GALT AND BERLIN RAILWAY COMPANY:		
Dominion Statute	126	1903
Act to incorporate, p. 183, (Vol. 2).		
Declared to be a work for the general advantage of Canada.		

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Ontario Statute	95	1892
Act to incorporate.		
Ontario Statute	87	1897
Act to confirm the Agreement between the H., G. & B. El. Ry. Co., and the City of Hamilton.		
Ontario Statute	80	1901
Act to amend the Act incorporating.		
Ontario Statute	76	1904
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HAMILTON, GUELPH AND BUFFALO RAILWAY COMPANY:		
Dominion Statute	22	1885
Act to incorporate, p. 29.		
Declared to be a work for the general advantage of Canada.		
Dominion Statute	63	1887
Act to amend the Act to incorporate the H. G. & B. Ry. Co., and to change the name to the "Hamilton Central Railway Company."		
HAMILTON AND GUELPH JUNCTION RAILWAY COMPANY:		
Ontario Statute	109	1906
Act to incorporate.		
HAMILTON, GUELPH AND NORTH SHORE RAILWAY COMPANY:		
Ontario Statute	93	1905
Act to incorporate.		
HAMILTON, GUELPH AND ORANGEVILLE RAILWAY COMPANY:		
Ontario Statute	72	1873
Act to incorporate.		
HAMILTON AND LAKE ERIE RAILWAY COMPANY:		
Ontario Statute	36	1869
Act to incorporate.		
Ontario Statute	41	1870-71
Act to amend Act incorporating.		
Ontario Statute	85	1873
Act to further amend the Act incorporating, and to confirm certain agreements for granting running powers to other Companies over their line of railway, and for other purposes.		
Ontario Statute	45	1874
Act to rearrange the debt of the H. & L. E. Ry. Co. more clearly to define its leaning powers, and for other purposes.		
Ontario Statute	48	1874
"May amalgamate with the Hamilton and North-Western and other Ry. Companies."		
HAMILTON AND NORTH-WESTERN RAILWAY COMPANY:		
Ontario Statute	55	1871-72
Act to incorporate.		
Ontario Statute	84	1873
Act to amend the Act incorporating, and to enable them to extend their line to Collingwood.		
Ontario Statute	44	1874
Act further to amend the Act incorporating.		
Ontario Statute	48	1874
Act to further amend the Act incorporating.		
Ontario Statute	72	1875-76
Act to further amend Act relating to.		
Ontario Statute	76	1877
Ontario Statute	16	1878
Ss. 1 of sec. 2.		
Ontario Statute	48	1878
Ontario Statute	60	1879
Ontario Statute	66	1881
Act to further amend Acts relating to.		
Ontario Statute	49	1884

INDEX TO RAILWAY LEGISLATION.—*Continued.*

	Cap.	Year.
Dominion Statute	63	1884
Declared to be a work for the general advantage of Canada. See Northern Railway of Canada 1881.		
HAMILTON AND PORT DOVER RAILWAY COMPANY:		
Ontario Statute	35	1869
Act to revive for a limited purpose the Charter of the H. & P. D. Ry. Co., p. 105, (33 Vic.)		
Ontario Statute	41	1871
Bondholders to have the rights of shareholders in the Hamilton & Lake Erie Ry. Co., s. 10.		
Ontario Statute	85	1873
Property, etc., vested in the Hamilton and Lake Erie Ry. Co.		
HAMILTON RADIAL ELECTRIC STREET RAILWAY COMPANY:		
Ontario Statute	89	1893
Act to incorporate.		
Ontario Statute	88	1894
Act to incorporate.		
Ontario Statute	101	1895
Ontario Statute	103	1896
Ontario Statute	112	1900
Ontario Statute	77	1904
HAMILTON STREET RAILWAY COMPANY:		
Ontario Statute	100	1873
Act to incorporate.		
Ontario Statute	90	1893
HAMILTON, VALLEY CITY AND WATERLOO RAILWAY COMPANY:		
Ontario Statute	102	1895
Act to incorporate.		
HAMILTON, WATERLOO AND GUELPH RAILWAY COMPANY:		
Dominion Statute	106	1906
Act to incorporate.		
HULL MINES RAILWAY COMPANY:		
Dominion Statute	49	1881
Act to incorporate, p. 82.		
HUNTSVILLE AND LAKE OF BAYS RAILWAY COMPANY:		
Ontario Statute	113	1900
Act to incorporate, p. 525.		
Ontario Statute	97	1903
Act respecting, p. 873.		
Ontario Statute	18	1904
Act respecting, ss. 1 of s. 1.		
Ontario Statute	19	1906
Act respecting, s. 39.		
Ontario Statute	100	1907
Act respecting, p. 653.		
HURON AND BRUCE RAILWAY COMPANY:		
Ontario Statute	77	1902
Act to incorporate.		
HURON, BRUCE AND GREY ELECTRIC RAILWAY COMPANY:		
Ontario Statute	78	1902
Act to incorporate		
Ontario Statute	98	1903
Act to amend Act incorporating the H., B. & G. El. Ry. Co., and changing the name to "The Ontario West Shore Electric Ry. Co."		
See Ontario West Shore Electric Ry Co., 1906, cap. 113.		
HURON, ERIE AND BUFFALO RAILWAY COMPANY:		
Dominion Statute	131	1903
Act to incorporate.		
Declared to be a work for the general advantage of Canada.		
HURON AND ONTARIO RAILWAY COMPANY:		
Ontario Statute	120	1890
Act to incorporate.		
Dominion Statute	20	1896
Act to incorporate.		
Declared to be a work for the general advantage of Canada.		

INDEX TO RAILWAY LEGISLATION.—*Continued.*

	Cap.	Year.
Dominion Statute	130	1903
Dominion Statute	85	1904
Dominion Statute	111	1906
Dominion Statute	94	1907
HURON AND OTTAWA RAILWAY COMPANY:		
Ontario Statute	46	1874
Act to incorporate.		
HURON AND QUEBEC RAILWAY COMPANY:		
Name changed to Toronto and Ottawa Ry.		
Ontario Statute	47	1874
Act to incorporate.		
Ontario Statute	49	1874
Act to amend the Act to incorporate the H. & Q. Ry. Co., and to enable the municipality of the Town of Peterborough to grant aid by way of bonus to said Company.		
Ontario Statute	73	1875-76
Act to amend Act incorporating H. & Q. Ry. Co., and to legalize certain by-laws of the County and Town of Peterborough granting aid by way of bonus to said Company.		
Ontario Statute	81	1877
Name changed to Toronto & Ottawa Ry. Co., also see Midland Ry. or Grand Trunk.		
HURONTARIO RAILWAY COMPANY:		
Ontario Statute	50	1874
Act to incorporate.		

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INGERSOLL RADIAL ELECTRIC RAILWAY COMPANY:		
Ontario Statute	88	1897
Act to incorporate.		
Ontario Statute	114	1900
Act to revive, extend and amend an Act to incorporate the I. R. El. Ry. Co.		
INTERNATIONAL RAILWAY COMPANY:		
(Formerly the Buffalo Ry. Co.)		
Ontario Statute	96	1892
Dominion Statute	54	1900
Ontario Statute	86	1901
Dominion Statute	43	1902
Ontario Statute	12	1902
Sec. 30.		
See Niagara Falls Park & River Ry.		
INTERNATIONAL RADIAL RAILWAY COMPANY:		
Dominion Statute	49	1895
Act to incorporate.		
Declared to be a work for the general advantage of Canada.		
Dominion Statute	21	1896
Act to amend Act incorporating.		
INTERNATIONAL TRANSIT COMPANY:		
Incorporated by Letters Patent, 22 May, 1888, under provisions of Joint Stock Companies Act, cap. 157, R. S. O., 1887, etc.		
Ontario Statute	99	1903
Act respecting.		
INTER-OCEANIC RAILWAY COMPANY:		
Dominion Statute	72	1872
Act to incorporate, p. 268.		
INTERPROVINCIAL AND JAMES BAY RAILWAY COMPANY:		
Dominion Statute	66	1901
Act to incorporate, p. 85.		
Declared to be a work for the general advantage of Canada.		
Dominion Statute	134	1903
Act respecting, p. 209, (Vol. 2).		
Dominion Statute	109	1905
Act respecting, p. 335.		

INDEX TO RAILWAY LEGISLATION.—*Continued.*

	Cap.	Year.
IRONDALE, BANCROFT AND OTTAWA RAILWAY COMPANY:		
(Formerly Toronto & Nipissing Eastern Extension Ry. Co.)		
Ontario Statute	67	1880
Act to incorporate.		
Ontario Statute	75	1881
Ontario Statute	76	1884
Name changed to Irondale, Bancroft & Ottawa Ry. Co.		
Ontario Statute	69	1886
Ontario Statute	74	1887
Ontario Statute	68	1888
Ontario Statute	121	1890
Ontario Statute	41	1892
Secs. 4 and 6.		
Ontario Statute	34	1893
Ss. 1 of sec. 1 and 4.		
Ontario Statute	49	1894
Ss. 1 of sec. 1 and 5.		
Ontario Statute	103	1895
Ontario Statute	48	1896
Ss. 1 of sec. 1 and 5.		
Ontario Statute	22	1898
Ss. 3 of sec. 1.		
Ontario Statute	81	1901
Ontario Statute	25	1902
Subsidy Act. Ss. 3 of sec. 1 and 2.		
Ontario Statute	78	1904
Ontario Statute	94	1905
Ontario Statute	23	1907
Payment of subsidy extended to 1910, sec. 49.		

J.

JAMES BAY RAILWAY COMPANY:		
Now the Canadian North Ontario Ry. Co.		
Dominion Statute	50	1895
Act to incorporate.		
Dominion Statute	47	1897
Ontario Statute	22	1898
Ss. 5 of sec. 1.		
Ontario Statute	23	1899
Ss. 2 of sec. 1 and 3.		
Dominion Statute	71	1899
Ontario Statute	25	1902
Ss. 5 of sec. 1.		
Dominion Statute	71	1899
Dominion Statute	65	1902
Ontario Statute	7	1903
Section 51.		
Ontario Statute	20	1904
Act respecting certain aid towards construction of James Bay Ry.		
Dominion Statute	88	1904
Dominion Statute	110	1905
May change name to any other with approval of the Governor-in-Council.		
Dominion Statute	114	1906
Ontario Statute	23	1907
Section 58.		
Dominion Statute	72	1907

K.

KINCARDINE AND TEESWATER RAILWAY COMPANY:		
Dominion Statute	83	1887
Act to incorporate, p. 115.		
Dominion Statute	84	1887
Act to amend Act incorporating, p. 121.		
Declared to be a work for the general advantage of Canada.		

INDEX TO RAILWAY LEGISLATION.—*Continued.*

	Cap.	Year.
Dominion Statute	77	1888
Act to amend Act to incorporate, p. 155.		
KING LOOP LINE RAILWAY COMPANY:		
Ontario Statute	70	1886
Act to incorporate.		
KINGSTON AND DOMINION CENTRAL RAILWAY COMPANY:		
Dominion Statute	90	1904
Act to incorporate, p. 155.		
Declared to be a work for the general advantage of Canada.		
Dominion Statute	86	1905
Act respecting and to change name to "The Dominion Central Railway Company," p. 125.		
KINGSTON AND FRONTENAC RAILWAY COMPANY:		
Ontario Statute	66	1868-69
Act to incorporate.		
Ontario Statute	100	1903
Act to incorporate.		
KINGSTON AND GANANOQUE ELECTRIC RAILWAY COMPANY:		
Ontario Statute	104	1895
Act to incorporate.		
Ontario Statute	101	1903
Act to revive, extend and amend an Act to incorporate K. & G. El. Ry. Co.		
KINGSTON, GANANOQUE AND PERTH ELECTRIC RAILWAY COMPANY:		
Ontario Statute	110	1906
KINGSTON AND MADOC RAILWAY COMPANY:		
Ontario Statute	37	1869
Act to incorporate.		
KINGSTON, NAPANEE AND WESTERN RAILWAY COMPANY:		
(Formerly Napanee, Tamworth and Quebec Ry. Co.)		
Dominion Statute	62	1890
Name changed.		
Ontario Statute	34	1893
Ss. 3 of sec. 1 and 4.		
Dominion Statute	15	1896
Act to provide for the amalgamation of the Bay of Quinte Ry. and Navigation Co. and the Kingston, Napanee and Western Ry. Co., under the name of "The Bay of Quinte Ry. Co."		
Ontario Statute	22	1898
Ss. 4 of sec. 1.		
KINGSTON AND PEMBROKE RAILWAY COMPANY:		
Dominion Statute	49	1871
Act to incorporate.		
See also cap. 77, 1889.		
Ontario Statute	57	1871-72
Act to confirm and legalize certain by-laws passed by the Corporations of the City of Kingston, the County of Frontenac, the County of Renfrew, and the Village of Pembroke, granting aid to the K. & P. Ry. Co.		
Ontario Statute	22	1875-76
(39 Vic.), ss. 5 of sec. 2, and ss. 4 of sec. 3.		
Ontario Statute	14	1877
Ss. 4 of sec. 1, and ss. 9 of sec. 3.		
Dominion Statute	61	1879
Act to amend Act incorporating.		
Dominion Statute	64	1883
Act to amend Act incorporating.		
Dominion Statute	59	1884
Ontario Statute	56	1887
Dominion Statute	77	1889
Act respecting the K. & P. Ry. Co. and the Napanee, Tamworth & Quebec Ry. Co.		
Dominion Statute	78	1889
Dominion Statute	51	1895
Dominion Statute	67	1898

INDEX TO RAILWAY LEGISLATION.—*Continued.*

	Cap.	Year.
Dominion Statute	139	1903
Dominion Statute	118	1906
KINGSTON AND PONTIAC RAILWAY COMPANY:		
Dominion Statute	66	1891
Act to incorporate, p. 31.		
Declared to be a work for the general advantage of Canada.		
KINGSTON, PORTSMOUTH AND CATARAQUI ELECTRIC RY. CO.:		
Ontario Statute	74	1875-76
Act to incorporate.		
Ontario Statute	91	1893
Act to amend the Act to incorporate the Kingston St. Ry. Co., and to change the name to "The Kingston, Portsmouth & Cataraqui El. Ry. Co."		
Ontario Statute	105	1895
Ontario Statute	61	1898
Ontario Statute	79	1904
Ontario Statute	111	1906
Formerly Kingston Street Railway Company.		
KINGSTON, SMITH'S FALLS AND OTTAWA RAILWAY COMPANY:		
Dominion Statute	88	1887
Act to incorporate.		
Declared to be a work for the general advantage of Canada.		
Ontario Statute	62 and 63	1889
Act to confirm a certain agreement between the City of Kingston and certain Railway Companies.		
Dominion Statute	79	1889
Act to amend Act incorporating.		
Domion Statute	95	1891
Ontario Statute	75	1893
Act to authorize the City of Ottawa to issue certain debentures in aid of the K., S. F. and O. Ry. Co.		
Ontario Statute	92	1893
Act relating to certain Municipal By-laws granting aid to the K., S. F. & O. Ry. Co.		
Dominion Statute	22	1896
Ontario Statute	89	1897
Dominion Statute	114	1905
KINGSTON STREET RAILWAY COMPANY:		
Ontario Statute	74	1875-76
Act to incorporate.		
Ontario Statute	91	1893
Act to amend the Act to incorporate the K. St. Ry. Co., and to change name to "The Kingston, Portsmouth & Cataraqui St. Ry. Co.		
Ontario tSatute	79	1904
See the Kingston, Portsmouth & Cataraqui St. Ry. Co.		

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LAC SEUL, RAT PORTAGE AND KEEWATIN RAILWAY COMPANY:		
Ontario Statute	102	1903
Act to incorporate.		
Ontario Statute	80	1904
LAKE ERIE AND DETROIT RIVER RAILWAY COMPANY:		
(Formerly the Lake Erie, Essex and Detroit River Railway Company.) Operated by Pere Marquette.		
Dominion Statute	21	1885
Act to incorporate.		
Declared to be a work for the general advantage of Canada.		
Dominion Statute	88	1891
Act respecting the Lake Erie, Essex and Detroit River Ry. Co., and to change name to "The Lake Erie and Detroit River Ry. Co."		
Dominion Statute	50	1893
Dominion Statute	76	1894
Act respecting.		
Dominion Statute	23	1896

INDEX TO RAILWAY LEGISLATION.—*Continued.*

	Cap.	Year.
Dominion Statute	69	1898
Dominion Statute	69	1900
Ontario Statute	79	1902
Act to legalize certain by-laws in aid of the L. E. & D. R. Ry. Co.		
Dominion Statute	69	1902
Dominion Statute	143	1903
Dominion Statute	92	1904
See Amherstburg, Lake Shore & Blenheim Ry. Co. Ontario Statute, 1889, cap. 78.		
LAKE ERIE, ESSEX AND DETROIT RIVER RAILWAY COMPANY:		
(Formerly Amherstburg, Lake Shore & Blenheim Ry. Co.)		
Dominion Statute	21	1885
Ontario Statute	51	1887
Dominion Statute	88	1891
See Lake Erie and Detroit River Ry. Co.		
LAKE NIPISSING AND JAMES BAY RAILWAY COMPANY:		
Dominion Statute	80	1884
Act to incorporate, p. 137.		
Name changed to Nipissing and James Bay Ry. Co		
Declared to be a work for the general advantage of Canada.		
Dominion Statute	77	1886
Act to amend the Act to incorporate, p. 56.		
Dominion Statute	80	1888
Act respecting, p. 162.		
Dominion Statute	81	1889
Act respecting and to change name to "The Nipissing and James Bay Ry. Co.," p. 95.		
All the above Acts are repealed. See Dominion Statute, 59 Vic. cap. 30, (1896).		
LAKE SIMCOE JUNCTION RAILWAY COMPANY:		
Ontario Statute	75	1873
Act to incorporate.		
Ontario Statute	52	1874
Act to amend the Act incorporating.		
Ontario Statute	22	1875-76
(39 Vic.), ss. 1 of sec. 1.		
Ontario Statute	76	1875-76
Ontario Statute	62	1879
Ontario Statute	69	1884
See Grand Trunk.		
LAKE SUPERIOR AND ALGOMA COLONIZATION RAILWAY COMPANY:		
Ontario Statute	93	1893
Act to incorporate.		
LAKE SUPERIOR AND HUDSON'S BAY RAILWAY COMPANY:		
Dominion Statute	63	1900
Act to incorporate, p. 87.		
Declared to be a work for the general advantage of Canada.		
LAKE SUPERIOR AND JAMES BAY RAILWAY COMPANY:		
Dominion Statute	84	1882
Act to incorporate, p. 133.		
Declared to be a work for the general advantage of Canada.		
LAKE SUPERIOR, LONG LAKE AND ALBANY RIVER RAILWAY COMPANY:		
Ontario Statute	80	1902
Act to incorporate.		
Ontario Statute	25	1902
Ss. 10 of sec. 1.		
Ontario Statute	95	1905
Act to amend the Act to incorporate.		
LAKE SUPERIOR AND MANITOBA RAILWAY COMPANY:		
Dominion Statute	76	1872
Act to incorporate, p. 313.		
LAKE SUPERIOR MINERAL RAILWAY COMPANY:		
Dominion Statute	81	1886
Act to incorporate, p. 74.		
Declared to be a work for the general advantage of Canada.		

INDEX TO RAILWAY LEGISLATION.—*Continued.*

	Cap.	Year.
LAKE SUPERIOR AND WINNIPEG RAILWAY COMPANY:		
Dominion Statute	79	1872
Act to incorporate, p. 328.		
LAKE TEMISCAMINGUE COLONIZATION RAILWAY COMPANY:		
Dominion Statute	94	1891
Act respecting, p. 131.		
LAMBTON CENTRAL RAILWAY COMPANY:		
Ontario Statute	75	1875-76
Act to incorporate.		
Ontario Statute	56	1880
Act to revive and amend the Act incorporating.		
LAMBTON CENTRAL ELECTRIC RAILWAY COMPANY:		
Ontario Statute	81	1902
Act to incorporate.		
Ontario Statute	103	1903
LANARK COUNTY ELECTRIC RAILWAY COMPANY:		
Ontario Statute	90	1897
Act to incorporate.		
LEAMINGTON, COMBER AND LAKE ST. CLAIR RAILWAY COMPANY:		
Ontario Statute	72	1877
Act to incorporate.		
Ontario Statute	63	1879
The words "Comber and Lake" are struck out.		
Ontario Statute	51	1882
See Canada Southern Railway Company.		
Ontario Statute	71	1886
Ontario Statute	88	1887
LEBONK AND THUNDER BAY RAILWAY COMPANY:		
Dominion Statute	117	1905
Act to incorporate, p. 351.		
Declared to be a work for the general advantage of Canada.		
LINCOLN RADIAL ELECTRICAL RAILWAY COMPANY:		
Ontario Statute	104	1896
Act to incorporate.		
LINDSAY, BOBCAYGEON AND PONTYPOOL RAILWAY COMPANY:		
Dominion Statute	55	1890
Act to incorporate, p. 37.		
Declared to be a work for the general advantage of Canada.		
Dominion Statute	42	1892
Act to revive and amend the Act to incorporate.		
Dominion Statute	78	1894
Act to again revive and further amend the Act to incorporate, p. 97.		
Dominion Statute	24	1896
Act respecting, p. 35.		
Dominion Statute	73	1899
Act respecting, p. 101.		
Dominion Statute	72	1901
Act respecting, p. 107.		
Ontario Statute	25	1902
Ss. 7 of sec. 1.		
Dominion Statute	144	1903
Act respecting, p. 233. Vol. 2.		
LINDSAY, FENELON FALLS AND OTTAWA RIVER RAILWAY COMPANY:		
Ontario Statute	60	1872
Act to amend an Act entitled "An Act to incorporate the Fenelon Falls Ry. Co."		
See Victoria Ry. Co., 1873, cap. 97 and Midland Ry. Co.		
LINDSAY, HALIBURTON AND MATTAWA RAILWAY COMPANY:		
Dominion Statute	54	1895
Act to incorporate.		
Dominion Statute	51	1897
Act respecting, p. 93.		
Dominion Statute	74	1899
Act respecting, p. 103.		

INDEX TO RAILWAY LEGISLATION.—*Continued.*

	Cap.	Year.
LOCHIEL, HAWESBURY AND L'ORIGNAL JUNCTION RAIWLAY COMPANY:		
Dominion Statute	78	1874
Act to incorporate, p. 345.		
Declared to be a work for the general advantage of Canada.		
LONDON, AYLMER AND NORTH SHORE ELECTRIC RAILWAY COMPANY:		
Ontario Statute	82	1901
Act to incorporate.		
Ontario Statute	81	1904
Ontario Statute	96	1905
LONDON, CHATHAM AND WESTERN RAILWAY COMPANY:		
Ontario Statute	97	1905
Act to incorporate.		
LONDON AND ERIE RAILWAY COMPANY:		
Ontario Statute	48	1874
Act to incorporate.		
LONDON, HURON AND BRUCE RAILWAY COMPANY:		
Ontario Statute	42	1870-71
Act to incorporate.		
Ontario Statute	49	1871-72
Ontario Statute	50	1871-72
Act to legalize a by-law passed by the Corporation of the City of London in favour of the L H. & B. Ry. Co.		
Ontario Statute	89	1873
Act to amend the Act incorporating and an Act respecting, and to extend the powers conferred upon the said Company, and for other purposes.		
Ontario Statute	49	1874
Act to amend the Act incorporating.		
Ontario Statute	77	1875-76
Act to amend Acts relating to.		
Ontario Statute	2	1877
Ontario Statute	62	1893
LONDON JUNCTION RAILWAY COMPANY:		
Ontario Statute	50	1874
Act to incorporate.		
Ontario Statute	52	1882
Act to incorporate.		
Ontario Statute	53	1883
Ontario Statute	54	1883
Act respecting certain aid to the L. J. Ry. Co.		
LONDON AND LAKE HURON RAILWAY COMPANY:		
Dominion Statute	71	1898
Act to incorporate.		
Declared to be a work for the general advantage of Canada.		
Dominion Statute	72	1898
Act respecting, p. 57.		
LONDON, PARKHILL AND GRAND BEND ELECTRIC RAILWAY COMPANY:		
Ontario Statute	104	1903
Act to incorporate.		
LONDON AND PORT STANLEY RAILWAY COMPANY:		
Ontario Statute	51	1874
Act to amend on an indenture made between the L. & P. S. Ry. Co. and the Great Western Ry. Co.		
Ontario Statute	53	1882
Act respecting the Debenture Debt of the L. & P. S. Ry. Co.		
Ontario Statute	67	1888
Ontario Statute	79	1891
Dominion Statute	43	1892
Ontario Statute	68	1893
Dominion Statute	51	1893
See Cleveland, Port Stanley & London Transportation & Ry. Co., 1893, cap. 44. Also Lake Erie & Detroit River Ry., and London & Port Stanley 1894, cap. 76.		
Dominion Statute	145	1903
Ontario Statute	71	1894
Ontario Statute	69	1895
Leased and operated by Pere Marquette Ry.		

INDEX TO RAILWAY LEGISLATION.—*Continued.*

	Cap.	Year.
LONDON RADIAL ELECTRIC RAILWAY COMPANY:		
Ontario Statute	106	1895
Act to incorporate.		
LONDON AND ST. CLAIR RAILWAY COMPANY:		
Dominion Statute	118	1905
Act to incorporate, p. 353.		
Declared to be a work for the general advantage of Canada.		
Dominion Statute	101	1907
Act respecting.		
LONDON AND SOUTH-EASTERN RAILWAY COMPANY:		
Ontario Statute	57	1886
Act to authorize City of London to aid the L. & S. E. Ry. Co. and other railways.		
Ontario Statute	72	1886
Act to incorporate.		
Ontario Statute	77	1887
Act to amend Act incorporating.		
Ontario Statute	69	1888
Act to confirm a certain agreement made between the L. & S. E. Ry. Co. and the Canada Southern Ry. Co.		
LONDON STREET RAILWAY COMPANY:		
Ontario Statute	99	1873
Act to incorporate.		
Ontario Statute	79	1889
Ontario Statute	89	1894
Act to confirm an agreement between the L. St. Ry. Co. and the Corporation of the Village of London West.		
Ontario Statute	107	1895
Ontario Statute	105	1896
Ontario Statute	67	1897
Ontario Statute	97	1899
Ontario Statute	82	1902
Ontario Statute	98	1905
L'ORIGNAL AND CALEDONIA RAILWAY COMPANY:		
Ontario Statute	51	1874
Act to incorporate.		
Ontario Statute	78	1875-76
Act to amend Act to incorporate.		

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MAGANETAWAN RIVER RAILWAY COMPANY:		
Ontario Statute	83	1901
Act to incorporate.		
Ontario Statute	22	1901
Ss. 6 of sec. 1.		
Dominion Statute	7	1901
See Grand Trunk Ry.		
MANITOBA AND KEEWATIN RAILWAY COMPANY:		
Dominion Statute	70	1902
Act to incorporate, p. 109.		
Dominion Statute	122	1906
Act respecting.		
MANITOBA AND SOUTH-EASTERN RAILWAY COMPANY:		
Dominion Statute	60	1889
Dominion Statute	4	1890
Dominion Statute	77	1890
Dominion Statute	46	1892
Dominion Statute	53	1893
Dominion Statute	55	1895
Dominion Statute	53	1897
Act respecting.		
Declared to be a work for the general advantage of Canada.		
MANITOULIN AND IRON RANGE RAILWAY COMPANY:		
Ontario Statute	99	1905
Act to incorporate.		

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	Cap.	Year.
MANITOULIN ISLAND RAILWAY COMPANY:		
Ontario Statute	54	1882
Act to incorporate.		
MANITOULIN AND NORTH SHORE RAILWAY COMPANY:		
Ontario Statute	70	1888
Act to incorporate.		
Ontario Statute	35	1889
Ss. 2 of sec. 1.		
Ontario Statute	87	1891
Act to amend Act to incorporate.		
Ontario Statute	90	1894
Ontario Statute	40	1897
Ss. 3 of sec. 1.		
Ontario Statute	91	1897
Ontario Statute	115	1900
Dominion Statute	64	1900
Act to incorporate.		
Ontario Statute	22	1901
Section 16.		
Ontario Statute	23	1901
Act respecting aid by Land Grant.		
Dominion Statute	74	1901
Ontario Statute	25	1902
Section 14.		
Dominion Statute	72	1902
Ontario Statute	7	1903
Section 56.		
Dominion Statute	148	1903
Ontario Statute	19	1904
See Preamble and ss. 2 of sec. 1.		
Dominion Statute	120	1905
Ontario Statute	19	1906
Section 36.		
Dominion Statute	123	1906
Dominion Statute	106	1907
MASKINONGE AND NIPISSING RAILWAY COMPANY:		
Dominion Statute	79	1886
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Dominion Statute	82	1888
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MEDONTE TRAMWAY COMPANY:		
Ontario Statute	55	1882
Act to incorporate.		
MERRICKVILLE AND WESTPORT RAILWAY COMPANY:		
Ontario Statute	44	1870-71
Act to incorporate.		
METROPOLITAN STREET RAILWAY COMPANY:		
See Toronto & York Radial Railway Company, 1898, cap. 66.		
Ontario Statute	84	1877
Act to incorporate.		
Ontario Statute	94	1893
Ontario Statute	108	1895
Ontario Statute	92	1897
Ontario Statute	116	1900
Ontario Statute	84	1901
MIDDLESEX AND ELGIN INTER-URBAN RAILWAY COMPANY:		
Ontario Statute	83	1902
Act to incorporate.		
MIDLAND JUNCTION RAILWAY COMPANY:		
Ontario Statute	70	1884
Act to incorporate.		
Ontario Statute	73	1886
MIDLAND RAILWAY COMPANY OF CANADA:		
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Ontario Statute	31	1869

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	Cap.	Year.
Ontario Statute	51	1870-71
Act to authorize the M. Ry. Co. of Canada to consolidate its bonded debts, and to issue new bonds, and for other purposes.		
Ontario Statute	58	1871-72
Act to confirm the validity of certain by-laws passed in aid of the extension of the Midland Ry. Co. of Canada.		
Ontario Statute	90	1873
Ontario Statute	52	1874
Ontario Statute	22	1875-76
(39 Vic.), ss. 3 of sec. 2.		
Ontario Statute	49	1878
Ontario Statute	57	1880
Ontario Statute	67	1881
Ontario Statute	56	1882
Ontario Statute	67	1882
Act to consolidate certain railways under the name of "The Midland Railway of Canada."		
Ontario Statute	69	1884
Dominion Statute	65	1887
Ontario Statute	49	1888
Ontario Statute	62	1888
Ontario Statute	73	1891
Act respecting an agreement between the Midland Ry. the Grand Trunk Ry. Co. of Canada and the Village of Midland.		
Dominion Statute	47	1892
Leased to Grand Trunk.		
MIDLAND TERMINAL RAILWAY COMPANY:		
Ontario Statute	105	1903
Act to incorporate.		
MIMICO SWITCH LINE RAILWAY COMPANY:		
Ontario Statute	88	1891
Act to incorporate.		
MINDEN AND MUSKOKA RAILWAY COMPANY:		
Dominion Statute	55	1897
Act to incorporate, p. 103.		
MINERAL AND TIMBER ELECTRIC RAILWAY COMPANY:		
Ontario Statute	93	1897
Act to incorporate.		
MINNIETAKIE, LAC SEUL AND ALBANY RIVER RAILWAY COMPANY:		
Ontario Statute	106	1903
Act to incorporate.		
MISSISSIPPI VALLEY RAILWAY COMPANY:		
Ontario Statute	57	1882
Act to incorporate.		
MONTREAL AND CITY OF OTTAWA JUNCTION RAILWAY COMPANY:		
Dominion Statute	47	1871
Act to incorporate, p. 147.		
Ontario Statute	22	1875-76
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Ontario Statute	14	1877
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Dominion Statute	28	1878
Act respecting, p. 41.		
Dominion Statute	57	1879
Act to amend the Acts incorporating the "Coteau and Province Line Railway & Bridge Company" and the "Montreal and City of Ottawa Junction Railway Company," and amending Acts, and to amalgamate the said Companies.		
Name changed to "Canada Atlantic Ry. Co."		
MONTREAL AND JAMES BAY RAILWAY COMPANY:		
Dominion Statute	76	1898
Act to incorporate, p. 71.		
Declared to be a work for the general advantage of Canada.		
MONTREAL, NIPISSING AND GEORGIAN BAY RAILWAY COMPANY:		
Dominion Statute	97	1904
Act to incorporate, p. 171.		

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Dominion Statute	82	1873
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Declared to be a work for the general advantage of Canada.		
Dominon Statute	71	1874
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Dominion Statute	68	1875
Act respecting, p. 52.		
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Dominion Statute	62	1883
Name changed to "Montreal and Western Ry. Co."		
Dominion Statute	67	1890
Confirming agreement with Canadian Pacific Ry. for lease of.		
Dominion Statute	49	1892
Time for construction extended.		
Leased to Canadian Pacific Railway.		
MONTREAL AND OTTAWA RAILWAY COMPANY:		
(Formerly the Vaudreuil and Prescott Ry. Co. See 1890, cap. 58.)		
Dominion Statute	96	1891
Act respecting, p. 135.		
Dominion Statute	85	1894
Act respecting, p. 121.		
Dominion Statute	25	1896
Act respecting, p. 37.		
Ontario Statute	40	1897
Ss. 2 of sec. 1.		
Dominion Statute	66	1900
Act respecting, p. 99.		
Leased to Canadian Pacific Ry.		
MONTREAL, OTTAWA AND WESTERN RAILWAY COMPANY:		
Dominion Statute	62	1883
Act respecting, and to change name to the "Montreal and Western Railway Company," p. 52.		
Dominion Statute	49	1892
Act respecting, p. 44.		
Leased to Canadian Pacific Railway.		
MORRISBURG ELECTRIC RAILWAY COMPANY:		
Ontario Statute	84	1902
Act to incorporate.		
MOUNT FOREST, MARKDALE AND MEAFORD RAILWAY COMPANY:		
Dominion Statute	60	1890
Act to incorporate, p. 46.		
Declared to be a work for the general advantage of Canada.		
MOUNT MCKAY AND KAKABEKA FALLS RAILWAY COMPANY:		
Ontario Statute	82	1904
Act to incorporate.		

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NAPANEE, TAMWORTH AND QUEBEC RAILWAY COMPANY:		
Name changed to "Kingson, Napanee & Western Ry." and now the "Bay of Quinte Ry. Co."		
Dominion Statute	67	1879
Act to incorporate.		
Ontario Statute	55	1883
Act respecting.		
Dominion Statute	62	1884
Act to amend the Act incorporating.		
Dominion Statute	68	1886
Ontario Statute	56	1887
See Preamble.		
Ontario Statute	63	1889
Dominion Statute	62	1890
Act respecting and to change name to "The Kingston, Napanee and Western Ry Co."		

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	Cap.	Year.
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Dominion Statute	15	1896
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NATIONAL TRANSCONTINENTAL RAILWAY:		
Dominion Statute	71	1903
Act respecting the construction of, p. 455, Vol. 1.		
Under Dominion Jurisdiction.		
NEEPIGON AND MANITOBA RAILWAY COMPANY:		
Dominion Statute	75	1874
Act to incorporate, p. 322.		
Declared that it *would be of general benefit to the Dominion.*		
NEPIGON RAILWAY COMPANY:		
Ontario Statute	98	1899
Act to incorporate.		
Ontario Statute	85	1902
Ontario Statute	25	1902
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Dominion Statute	82	1902
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Ontario Statute	83	1904
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NEUTRAL LINK RAILWAY COMPANY:		
Dominion Statute	76	1874
Act to incorporate, p. 332.		
Declared to be a work for the general advantage of Canada.		
NEW ONTARIO RAILWAY COMPANY:		
Ontario Statute	86	1900
Act to incorporate.		
Ontario Statute	100	1905
NIAGARA DISTRICT, WELLANDPORT AND DUNNVILLE ELECTRIC RAILWAY CO.:		
Ontario Statute	85	1901
Act to incorporate.		
NIAGARA, DUNNVILLE AND ERIE ELECTRIC RAILWAY COMPANY:		
Ontario Statute	101	1905
Act to incorporate.		
NIAGARA FALLS RAILWAY COMPANY:		
Ontario Statute	77	1885
Act to incorporate.		
NIAGARA FALLS AND LAKE ERIE RAILWAY COMPANY:		
Ontario Statute	79	1875-76
Act to incorporate.		
Ontario Statute	2	1877
Act to amend sec. 2.		
NIAGARA FALLS PARK AND RIVER RAILWAY COMPANY:		
See Buffalo Ry. Co., also International Ry. Co.		
Ontario Statute	96	1892
Act to incorporate.		
Dominion Statute	54	1900
Power to acquire the N. F. P. & R. Ry. Co.		
Ontario Statute	86	1901
Dominion Statute	43	1902
Name changed to "International Railway Co."		
NIAGARA FALLS, WESLEY PARK AND CLIFTON TRAMWAY COMPANY:		
Ontario Statute	87	1901
Note. May lease or sell to the Niagara, St. Catharines and Toronto Ry. Co.		
NIAGARA, HAMILTON AND PACIFIC RAILWAY COMPANY:		
(Formerly the St. Catharines and Niagara Central Ry. Co.)		
Dominion Statute	61	1895
NIAGARA PENINSULAR RAILWAY COMPANY:		
Ontario Statute	102	1907
Act to incorporate, p. 657.		

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NIAGARA, QUEENSTON AND ST. CATHARINES RAILWAY COMPANY:		
Dominion Statute	162	1903
Act to incorporate, p. 299, Vol. 2.		
Declared to be a work for the general advantage of Canada.		
Dominion Statute	131	1906
Act respecting.		
NIAGARA RIVER RAILWAY COMPANY:		
Ontario Statute	89	1891
Act to incorporate.		
NIAGARA AND ST. CATHARINES RAILROAD AND STEAMBOAT COMPANY:		
Ontario Statute	73	1877
Act to incorporate.		
Ontario Statute	88	1877
Section 2 to amend cap. 73.		
Note. May be controlled by the Niagara, St. Catharines & Toronto Ry. Co.		
NIAGARA AND ST. CATHARINES STREET RAILWAY COMPANY:		
1888, 4th February, incorporated by letters patent under Ont. Joint Stock Co's. Act and Street Ry. Act, 1883.		
Ontario Statute	80	1889
NIAGARA, ST. CATHARINES AND TORONTO RAILWAY COMPANY:		
Dominion Statute	77	1899
Act to incorporate.		
Declared to be a work for the general advantage of Canada.		
Sec. 8. "The Company may acquire the St. Catharines & Niagara Central Ry."		
Dominion Statute	76	1901
May acquire by agreement of lease or purchase, "The Niagara Falls, Wesley Park and Clifton Tramway Co.," the "Port Dalhousie, St. Catharines & Thorold Electric Ry. Co., Limited," the "Hamilton, Grimsby and Beamsville Electric Ry. Co."		
Dominion Statute	83	1902
May acquire, hold and dispose of stock, bonds or other securities of the Niagara, St. Catharines and Toronto Navigation Company."		
Dominion Statute	132	1905
Refers to right of way over Burlington Beach.		
Dominion Statute	132	1906
NICKEL BELT RAILWAY COMPANY:		
Ontario Statute	117	1900
Act to incorporate.		
NICKEL RANGE RAILWAY COMPANY:		
Ontario Statute	99	1899
Act to incorporate.		
NIPISSING CENTRAL RAILWAY COMPANY:		
Dominion Statute	112	1907
Act to incorporate.		
NIPISSING AND JAMES BAY RAILWAY COMPANY:		
Ontario Statute	35	1889
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Dominion Statute	51	1892
Act respecting, p. 47.		
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Dominion Statute	30	1896
Act to consolidate and amend certain Acts relating to the N. & J. B. Ry. Co., p. 53.		
Declared to be a work for the general advantage of Canada.		
Ontario Statute	22	1898
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Dominion Statute	78	1899
Act respecting, p. 133.		
Note. 1896, cap. 30, 1st Session revived.		
Dominion Statute	68	1900
Act respecting, p. 105.		
Dominion Statute	165	1903
Act respecting, p. 309, Vol. 2.		

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Dominion Statute	84	1902
Act to incorporate, p. 151		
Declared to be a work for the general advantage of Canada		
NIPISSING AND PONTIAC RAILWAY COMPANY:		
Dominion Statute	166	1903
Act to incorporate, p. 311, Vol. 2.		
NORFOLK RAILWAY COMPANY:		
Ontario Statute	58	1868-69
Act to incorporate.		
Under Jurisdiction of Dominion authorities.		
Ontario Statute	52	1870-71
Ontario Statute	52	1871-72
Act to revive and amend the Act incorporating		
Ontario Statute	92	1873
Act further to amend the Act incorporating.		
Ontario Statute	53	1874
Act to amend the several Acts relating to the N. Ry. Co., and to change the name to the Brantford, Norfolk and Port Burwell Ry. Co. See Brantford, Norfolk & Port Burwell Ry. Co., 1879, cap. 54.		
See Grand Trunk Railway.		
NORTH GREY RAILWAY COMPANY:		
Ontario Statute	36	1870-71
Act to incorporate.		
See Ont. Stat., 1871-72 (35 Vic.), cap. 43.		
See also Toronto, Simcoe and Muskoka Junction Ry., 34 Vic, cap. 53, Ont. Statutes.		
NORTH LANARK RAILWAY COMPANY:		
Ontario Statute	100	1899
Act to incorporate.		
Ontario Statute	107	1903
Act to amend the Act incorporating.		
NORTH MIDLAND RAILWAY COMPANY:		
Ontario Statute	84	1904
Act to incorporate.		
Ontario Statute	112	1906
NORTH SIMCOE RAILWAY COMPANY:		
Ontario Statute	54	1874
Act to incorporate, (37 Vic.)		
Ontario Statute	53	1874
Act to amend the Act incorporating, (38 Vic.)		
Ontario Statute	75	1877
Ontario Statute	16	1878
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Ontario Statute	58	1880
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NORTH WEST NAVIGATION AND RAILWAY COMPANY:		
Dominion Statute	87	1868
Act to amend the Act for incorporation, p. 364.		
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NORTHERN RAILWAY COMPANY OF CANADA:		
Dominion Statute	86	1868
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Dominion Statute	45	1871
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Dominion Statute	66	1872
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Dominion Statute	65	1875
Act to re-arrange the capital of the N. Ry. Co. of Canada, to consolidate the enactments relating to the said Company, to enable the said Company to change the gauge of its railway and to amalgamate with the Northern Extension Railways Co., and for other purposes, p. 27.		

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	Cap.	Year.
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Act respecting the lien of the Dominion on the Northern Ry. of Canada, p. 180, "D".		
Dominion Statute	6	1876
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Dominion Statute	47	1877
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Dominion Statute	26	1878
Act respecting, p. 9.		
Ontario Statute	58	1880
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Ontario Statute	66	1881
Joint working with H. & N. W. Ry. Co.		
Dominion Statute	38	1881
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Dominion Statute	39	1881
Act respecting, p. 28.		
Dominion Statute	56	1883
Power to issue perpetual debenture stock, and as to rank of stock or bonds.		
Dominion Statute	65	1884
Act respecting, p. 87.		
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NORTHERN EXTENSION RAILWAY COMPANY:		
Ontario Statute	43	1871-72
Act to amalgamate the "Toronto, Simcoe and Muskoka Junction Ry. Co.," and the "North Grey Ry. Co.," under the name of "The Northern Extension Railway Company."		
See Northern Railway, Dominion Statute, 1875, cap. 65.		
Declared to be a work for the general advantage of Canada.		
NORTHERN AND NORTH-WESTERN JUNCTION RAILWAY COMPANY:		
Ontario Statute	58	1882
Act to incorporate.		
Dominion Statute	67	1884
See Grand Trunk Railway Co.		
NORTHERN, NORTH-WESTERN AND SAULT STE. MARIE RAILWAY COMPANY:		
Dominion Statute	45	1881
Act to incorporate, p. 51.		
Declared it *would be of general benefit to the Dominion.*		
Dominion Statute	67	1883
Act to amend the Act to incorporate the N. N.-W. & S. S. M. Ry. Co., and to change the name of said Company to the "Northern and Pacific Junction Railway Company," p. 58.		
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NORTHERN AND PACIFIC JUNCTION RAILWAY COMPANY:		
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Ontario statute	23	1899
Sec. 11.		
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NORWOOD AND APSLEY RAILWAY COMPANY:		
Ontario Statute	88	1901
Act to incorporate.		
Ontario Statute	22	1901
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NOSBONSING AND NIPISSING RAILWAY COMPANY:		
Ontario Statute	74	1886
Act to incorporate.		

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	Cap.	Year.
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Ontario Statute	39	1870-71
Act to incorporate.		
OMEMEE, BOBCAYGEON AND NORTH PETERBOROUGH JUNCTION RAILWAY COMPANY:		
Ontario Statute	61	1871-72
Act to incorporate.		
Ontario Statute	93	1873
Ontario Statute	52	1874
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Ontario Statute	55	1874
ONTARIO, BELMONT AND NORTHERN RAILWAY COMPANY:		
Ontario Statute	90	1891
Act to incorporate.		
Ontario Statute	106	1896
Act to amend the Act incorporating.		
Ontario Statute	48	1896
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Ontario Statute	23	1899
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Ontario Statute	118	1900
Name changed to the "Marmora Ry. and Mining Co."		
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Operated by Central Ontario Ry.		
ONTARIO CENTRAL RAILWAY COMPANY:		
Ontario Statute	56	1874
Act to incorporate.		
Ontario Statute	64	1879
Act to incorporate anew.		
OTTAWA AND DUNDAS RAILWAY COMPANY:		
Ontario Statute	119	1900
Act to incorporate.		
ONTARIO ELECTRIC RAILWAY COMPANY:		
Ontario Statute	87	1902
Act to incorporate.		
Ontario Statute	108	1903
Act to amend the Act incorporating.		
Ontario Statute	102	1905
ONTARIO, HUDSON'S BAY AND WESTERN RAILWAY COMPANY:		
(Formerly Sault Ste. Marie and Hudson's Bay Ry. Co.)		
Dominion Statute	78	1901
Declared to be a work for the general advantage of Canada.		
Ontario Statute	88	1902
Ontario Statute	10	1904
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Dominion Statute	138	1905
Ontario Statute	23	1907
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Act respecting.		
ONTARIO INTERURBAN RAILWAY COMPANY:		
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ONTARIO, MANITOBA AND WESTERN RAILWAY COMPANY:		
Dominion Statute	61	1889
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ONTARIO MINERAL RAILWAY COMPANY:		
Ontario Statute	80	1875-76
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ONTARIO NORTHERN AND TIMAGAMI RAILWAY COMPANY:		
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Dominion Statute	161	1905
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Dominion Statute	78	1882
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Declared to be a work for the general advantage of Canada.		
Name changed to the "Ottawa and New York Ry. Co."		
Dominion Statute	66	1883
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Dominion Statute	57	1884
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Dominion Statute	19	1885
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Dominion Statute	58	1887
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Dominion Statute	57	1890
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Dominion Statute	57	1897
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Ontario Statute	22	1898
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Dominion Statute	141	1905
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ONTARIO AND PACIFIC JUNCTION RAILWAY COMPANY:		
Dominion Statute	74	1874
Act to incorporate, p. 319.		
Declared to be a work for the general advantage of Canada.		
Dominion Statute	58	1879
Act to amend the Act to incorporate, p. 24.		
Dominion Statute	51	1880
Act to amend the Act to incorporate.		
Dominion Statute	41	1881
Act respecting, p. 31.		
ONTARIO AND QUEBEC RAILWAY COMPANY:		
Dominion Statute	48	1871
Act to incorporate, p. 152.		
Dominion Statute	44	1881
Act to incorporate, p. 39.		
Declared to be a work for the general advantage of Canada.		
Dominion Statute	58	1883
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Dominion Statute	54	1884
Act to confirm the lease of the O. & Q. Ry. to the Canadian Pacific Railway Company, and for other purposes.		
Dominion Statute	61	1884
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Dominion Statute	62	1887
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Dominion Statute	53	1888
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Dominion Statute	74	1889
Act to ratify an exchange of land between the O. & Q. Ry. Co. and the Land Security Co., p. 70.		
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ONTARIO AND RAINY RIVER RAILWAY COMPANY:		
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Dominion Statute	82	1891
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Dominion Statute	80	1899
Ontario Statute	29	1900
Dominion Statute	69	1900
ONTARIO SAULT STE. MARIE RAILWAY COMPANY:		
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Ontario Statute	67	1882
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Ontario Statute	78	1887
Dominion Statute	61	1887
Declared to be a work for the general advantage of Canada.		
Ontario Statute	109	1903
ONTARIO SHIP RAILWAY COMPANY:		
Ontario Statute	97	1892
Act to incorporate.		
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Ontario Statute	94	1897
Act to amend the Act to incorporate.		
ONTARIO TRACTION COMPANY:		
Ontario Statute	...	1903
Ontario Traction Company, Limited, incorporated under the Ontario Companies Act by letters patent, bearing date the 17th day of November, 1903.		
See Windsor and Tecumseh Electric Ry. Co., cap. 111, 1903.		
ONTARIO WEST SHORE ELECTRIC RAILWAY COMPANY:		
Ontario Statute	113	1906
See Huron, Bruce and Grey Electric Ry. Co., 1903, cap. 98, Ont. Statute.		
OSHAWA RAILWAY COMPANY:		
Dominion Statute	92	1887
Act to incorporate.		
Declared to be a work for the general advantage of Canada.		
Dominion Statute	24	1887
Subsidy Act, aid to the Oshawa Ry. Co.		
Dominion Statute	91	1891
Act to revive and amend the Act to incorporate the Oshawa Ry. and Navigation Co., and to change the name thereof to "The Oshawa Railway Co."		
Name changed as above.		
Dominion Statute	8	189
Subsidy Act, aid to the O. Ry. Co.		
Dominion Statute	2	189
Subsidy Act, aid to O. Ry. Co.		
Ontario Statute	73	189
Act respecting an agreement between the Town of Oshawa and the Oshawa Ry. Co., and for other purposes.		
Ontario Statute	109	189
Act respecting the Oshawa Ry. Co. and the Township of East Whitby.		
Ontario Statute	110	189
Act respecting.		
Dominion Statute	56	189
Dominion Statute	70	190

INDEX TO RAILWAY LEGISLATION.—*Continued.*

	Cap.	Year.
OTTAWA AND ARNPRIOR JUNCTION RAILWAY COMPANY:		
Dominion Statute	74	1882
Act to incorporate, p. 54.		
OTTAWA, ARNPRIOR AND PARRY SOUND RAILWAY COMPANY:		
Dominion Statute	93	1891
An Act amalgamating the Ottawa and Parry Sound Ry. Co. and the Ottawa, Arnprior and Renfrew Ry. Co., under the name of "The Ottawa, Arnprior & Parry Sound Ry. Co."		
Dominion Statute	8	1896
An Act amalgamating the Ottawa, Arnprior & Parry Sound Ry. Co. and the Parry Sound Colonization Ry. Co. under the name of the Ottawa, Arnprior and Parry Sound Ry. Co.		
See Canada Atlantic.		
OTTAWA, ARNPRIOR AND RENFREW RAILWAY COMPANY:		
Ontario Statute	71	1888
Act to incorporate.		
Ontario Statute	91	1891
Act to amend Act to incorporate.		
Agreements for amalgamation or for leasing or selling to other Cos.		
See Dominion Statute 1891, cap. 93.		
Name changed to "The Ottawa, Arnprior & Parry Sound Ry. Co.		
Dominion Statute	8	1896
Declared to be a work for the general advantage of Canada		
Sec. 3, also preamble.		
OTTAWA AND AYLMER RAILWAY AND BRIDGE COMPANY:		
Dominion Statute	58	1895
Act to incorporate, p. 55.		
Declared to be a work for the general advantage of Canada.		
OTTAWA, BROCKVILLE AND ST. LAWRENCE RAILWAY COMPANY:		
Dominion Statute	71	1900
Act to incorporate, p. 111.		
Declared to be a work for the general advantage of Canada.		
Dominion Statute	109	1904
Act respecting, p. 205.		
Dominion Statute	137	1906
Act respecting.		
Dominion Statute	88	1902
Act respecting, p. 165.		
OTTAWA CITY PASSENGER RAILWAY COMPANY:		
Dominion Statute	...	1866
Act to incorporate, (29 and 30 Vic.)		
Ontario Statute	45	1868
Act to amend Act to incorporate.		
Ontario Statute	...	1891
Ottawa Electric St. Ry. Co., was on 13th day of Feb., 1891, incorporated by letters patent under the Joint Stock Co's. Act and Street Ry. Act.		
Dominion Statute	53	1892
Declared to be a work for the general advantage of Canada, but the operation of so much of the Co's. line of Ry. as may be within the Prov. of Ont. by any new or additional powers conferred by this Act, shall be subject to the Statutes of Ont. in force from time to time in relation to Street Rys.		
Ontario Statute	76	1894
Act to confirm an agreement between the City of Ottawa & the O. C. P. Ry. Co. and the Ottawa Elec. St. Ry. Co.		
Dominion Statute	86	1894
Act to confirm an agreement between the O. C. P. Ry. Co. and the O. El. St. Ry. Co., and an agreement between the said companies and the Corporation of the City of Ottawa, and to unite said companies under the name of "The Ottawa Electric Railway Company."		
Dominion Statute	82	1899
Dominion Statute	171	1903
Dominion Statute	140	1905
See Metropolitan Railway of Ottawa, 28 August, 1891, Ont., letters Patent.		

INDEX TO RAILWAY LEGISLATION.—*Continued.*

	Cap.	Year.
OTTAWA AND GATINEAU VALLEY RAILWAY COMPANY:		
Dominion Statute	74	1887
Act respecting, p. 85.		
Declared to be a work for the general advantage of Canada.		
Dominion Statute	87	1894
Act to consolidate and amend certain Acts relating to the Ottawa and Gatineau Valley Ry. Co., and to change the name of the Co. to the Ottawa and Gatineau Railway Co., p. 147.		
Dominion Statute	58	1897
Act respecting, p. 113.		
See cap. 70, page 143.		
Dominion Statute	83	1899
Act respecting, p. 159.		
Dominion Statute	80	1901
Act respecting the O. & G. Ry. Co., and to change its name to "The Ottawa, Northern & Western Ry. Co.," p. 129.		
See the "Ottawa, Northern & Western Ry.," also the Pontiac Pacific Junction Ry. Co.		
OTTAWA, MORRISBURG AND NEW YORK RAILWAY COMPANY:		
Dominion Statute	66	1890
Act to incorporate, p. 58.		
OTTAWA AND NEW YORK RAILWAY COMPANY:		
Dominion Statute	57	1897
Act respecting the Ontario Pacific Ry. Co., and to change the name of the Company to the O. & N. Y. Ry. Co.		
See the Ontario Pacific Ry. Co.		
Ontario Statute	22	1898
Sec. 8.		
Ontario Statute	67	1899
See Ottawa City By-law.		
OTTAWA, NORTHERN AND WESTERN RAILWAY COMPANY:		
Dominion Statute	89	1902
Act to amend Acts relating to O. N. & W. Ry. Co., p. 167.		
Dominion Statute	173	1903
Act respecting, p. 335.		
Amalgamate with the Pontiac Pacific Junction Ry. Co. under above name.		
Dominion Statute	111	1904
Act respecting, p. 213.		
Dominion Statute	142	1905
Act respecting, p. 453.		
See Ottawa and Gatineau Valley Ry.		
OTTAWA AND PARRY SOUND RAILWAY COMPANY:		
Dominion Statute	65	1888
Act to incorporate.		
Declared to be a work for the general advantage of Canada.		
Ontario Statute	46	1890
Ss. 2 of sec. 1.		
Dominion Statute	93	1897
Act amalgamating the O. & P. S. Ry. Co. & the Ottawa, Arnprior and Renfrew Ry. Co. under the name of "The Ottawa, Arnprior & Parry Sound Ry. Co."		
Ontario Statute	34	1899
Ss. 2 of sec. 1 and 4.		
Ontario Statute	76	1899
Act to authorize City of Ottawa to issue certain debentures in aid of the Ottawa, Arnprior & Parry Sound Ry. Co.		
Ontario Statute	49	1899
Ss. 3 of sec. 1 and 5.		
Ontario Statute	36	1899
Ss. 1 of sec. 1 and 5.		
Dominion Statute	57	1899
Act respecting O. A. & P. S. Ry. Co.		
Ontario Statute	48	1899
Ss. 4 of sec. 1.		

INDEX TO RAILWAY LEGISLATION.—*Continued*

	Cap.	Year.
Dominion Statute	8	1896
Act amalgamating the O. A. & P. S. Ry. Co. & the P. S. Ry. Co. under the name of the O. A. & P. S. Ry. Co.		
See Sec. 3. "All the lines of Ry. & Branch Rys. authorized to be laid out, constructed and operated by the said Acts of the said Parliament and Legislature respectively are hereby *declared to be works for the general advantage of Canada.*"		
Ontario Statute	40	1897
Ss. 5 of sec. 1.		
Dominion Statute	81	1899
Act to amalgamate the Ottawa, Arnprior and Parry Sound Ry. Co. and the Canada Atlantic Ry. Co. under the name of Canada Atlantic Ry. Co.		
See Parry Sound Colonization Ry. Co.		
OTTAWA RIVER RAILWAY COMPANY:		
Dominion Statute	172	1903
Act to incorporate.		
Ontario Statute	85	1904
Act to incorporate.		
Dominion Statute	112	1904
Act respecting.		
Ontario Statute	103	1905
Act to amend Act to incorporate.		
Dominion Statute	79	1905
Name changed to the "Central Ry. Co. of Canada."		
Dominion Statute	79	1906
Act respecting.		
OTTAWA TERMINAL RAILWAY COMPANY:		
Dominion Statute	117	1907
Act to incorporate.		
OTTAWA AND THOUSAND ISLAND RAILWAY COMPANY:		
Ontario Statute	79	1887
Act to incorporate.		
Ontario Statute	74	1887
May amalgamate.		
See Brockville, Westport & Sault Ste. Marie Ry. Co.		
Ontario Statute	72	1888
Act to amend Act to incorporate.		
OTTAWA VALLEY RAILWAY COMPANY:		
Dominion Statute	54	1892
Act to incorporate.		
See Atlantic & Lake Superior Ry. Co.		
Declared to be a work for the general advantage of Canada.		
OTTAWA, VAUDREUIL AND MONTREAL RAILWAY COMPANY:		
Dominion Statute	46	1871
Dominion Statute	69	1872
Act to grant additional powers to the Ottawa, Vaudreuil & Montreal Ry. Co.		
Dominion Statute	60	1877
Act concerning the O. V. & M. Ry. Co.		
Extension of time.		
OTTAWA, WADDINGTON AND NEW YORK RAILWAY & BRIDGE COMPANY:		
Dominion Statute	77	1882
Act to incorporate, p. 74.		
Dominion Statute	58	1884
Act to amend Act to incorporate, p. 47.		
Dominion Statute	59	1885
Subsidy Act.		
Dominion Statute	55	1892
Act to revive and amend Acts respecting, p. 57.		
OWEN SOUND AND LAKE HURON RAILWAY COMPANY:		
Dominion Statute	61	1890
Act to incorporate, p. 48.		
Declared to be a work for the general advantage of Canada.		

Index to Railway Legislation.—*Continued.*

	Cap.	Year.
Owen Sound and Meaford Railway Company:		
Dominion Statute	144	1905
Act to incorporate, p. 457.		
Declared to be a work for the general advantage of Canada.		
Owen Sound Shallow Lake and Wiarton Railway Company:		
Ontario Statute	105	1907
Act to incorporate, p. 666.		

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Pacific and Atlantic Railway Company:		
Ontario Statute	76	1886
Act to incorporate.		
Ontario Statute	120	1900
Ontario Statute	89	1902
Ontario Statute	104	1905
Dominion Statute	138	1906
In this Act the expression "the Company" means the body politic and corporate created by chapter 76 of the statutes of Ontario of 1886, and continued by the said amendments thereto, and the lines of railway, except the branch lines therein mentioned, which the Company is thereby empowered to construct are hereby *declared to be works for the general advantage of Canada.*		
Pacific Junction Railway Company:		
Ontario Statute	45	1871-72
Act to incorporate.		
Parry Sound Colonization Railway Company:		
Ontario Statute	78	1885
Act to incorporate.		
Ontario Statute	73	1888
Act to amend Act to incorporate.		
Ontario Statute	35	1889
Ss. 3 of sec. 1.		
Ontario Statute	46	1890
Sec. 4.		
Ontario Statute	123	1890
Act to amend Act to incorporate.		
Ontario Statute	92	1891
Act to amend Act to incorporate.		
Ontario Statute	41	1892
Sec 3 and 6.		
Ontario Statute	95	1893
Act to amend Act to incorporate.		
See amalgamation with Ottawa, Arnprior & Parry Sound Ry. Co., 1896, cap. 8, of the Dominion Statute.		
Also see Ottawa and Parry Sound Ry. Co.		
Pembroke and Ottawa Railway Company:		
Ontario Statute	47	1870-71
Act to incorporate.		
Pembroke Radial Railway Company:		
Ontario Statute	114	1906
Act to incorporate.		
Pembroke Southern Railway Company:		
Ontario Statute	96	1893
Act to incorporate.		
Ontario Statute	91	1894
Act to amend Act to incorporate.		
Ontario Statute	107	1896
Act to amend Act to incorporate.		
Ontario Statute	48	1896
Ss. 3 of sec. 1 and 5.		
Dominion Statute	4	1897
Subsidy Act.		
Ontario Statute	22	1898
Ss. 2 of sec. 1.		
Ontario Statute	90	1902

INDEX TO RAILWAY LEGISLATION.—*Continued.*

	Cap.	Year.
Ontario Statute	25	1902
Ss. 1 of sec. 1.		
Ontario Statute	115	1906
Ontario Statute	106	1907
p. 668.		
Cannot enter an agreement with the Canada Atlantic or Grand Trunk Ry. Cos. without having said agreement approved by the Ont. Railway and Municipal Board.		
PENETANGUISHENE AND MIDLAND ELECTRIC STREET RY. LIGHT AND POWER COMPANY, LIMITED:		
Incorporated by letters patent, 3rd June, 1893.		
Ontario Statute	36	1895
Ss. 3 of sec. 1.		
PENETANGUISHENE AND ORILLIA RAILWAY COMPANY:		
Ontario Statute	105	1905
Act to incorporate.		
PERTH AND HURON RADIAL RAILWAY COMPANY:		
Ontario Statute	106	1905
Act to incorporate.		
PETERBOROUGH AND CHEMONG LAKE RAILWAY COMPANY:		
Ontario Statute	74	1888
Act to incorporate.		
PETERBOROUGH AND HALIBURTON RAILWAY COMPANY:		
Ontario Statute	61	1868-69
Act to incorporate.		
Ontario Statute	40	1869
Act to amend Act to incorporate.		
Ontario Statute	48	1871
See Grand Junction Ry.		
Ontario Statute	49	1870-71
Act to amend Act to incorporate.		
PETERBOROUGH RADIAL RAILWAY COMPANY:		
Ontario Statute	91	1902
Act to incorporate.		
Ontario Statute	116	1906
PETERBOROUGH, SUDBURY & SAULT STE. MARIE RAILWAY COMPANY:		
Dominion Statute	63	1891
Act to incorporate.		
PETROLIA RAPID RAILWAY COMPANY:		
Ontario Statute	92	1902
Act to incorporate.		
Ontario Statute	110	1903
Ontario Statute	107	1907
Page 671.		
PONTIAC AND INTERPROVINCIAL RAILWAY COMPANY:		
Dominion Statute	116	1904
Act to incorporate, p. 225.		
PONTIAC AND OTTAWA RAILWAY COMPANY:		
Dominion Statute	88	1894
Act to incorporate, p. 161.		
Dominion Statute	4	1894
Subsidy Act.		
PONTIAC PACIFIC RAILWAY COMPANY:		
Dominion Statute	55	1880
Act to incorporate, p. 30.		
Dominion Statute	69	1882
Act to amend Act to incorporate and to authorize the said Company to erect a bridge over the River Ottawa, p. 27.		
Dominion Statute	73	1887
Act to amend Act to incorporate, p. 81.		
Dominion Statute	82	1889
Act respecting, p. 97.		
Dominion Statute	68	1890
Act respecting, p. 78.		
Dominion Statute	56	1892
Act respecting, p. 58.		

INDEX TO RAILWAY LEGISLATION.—*Continued.*

	Cap.	Year.
Dominion Statute	31	1896
Act respecting, p. 61.		
Dominion Statute	84	1899
Act respecting, p. 161.		
Dominion Statute	72	1900
Act respecting, p. 115.		
PORT ARTHUR, DULUTH AND WESTERN RAILWAY COMPANY:		
(Formerly Thunder Bay Colonization Ry. Co.)		
Ontario Statute	75	1888
Act to further amend the Acts respecting.		
See Thunder Bay Colonization Ry. Co., 1887, cap. 83, Ont. Statute.		
Dominion Statute	84	1888
Declared to be a work for the general advantage of Canada.		
Ontario Statute	46	1890
Sec. 2.		
Dominion Statute	76	1890
Ontario Statute	91	1890
Ontario Statute	41	1892
Sec. 1 and 6.		
Dominion Statute	59	1893
PORT ARTHUR AND FORT WILLIAM RAILWAY COMPANY:		
Ontario Statute	93	1891
Act to incorporate.		
Ontario Statute	78	1891
Act respecting Town of Port Arthur, sec. 15.		
Ontario Statute	70	1892
Sec. 20.		
Ontario Statute	82	1892
Act respecting.		
Ontario Statute	78	1893
Ontario Statute	73	1895
Act respecting Town of Port Arthur.		
Ontario Statute	73	1899
Rates of fare on Electric Ry., etc.		
Ontario Statute	65	1901
Ontario Statute	76	1903
PORT BURWELL AND INGERSOLL RAILWAY COMPANY:		
Ontario Statute	54	1871-72
Act to incorporate.		
PORT CREDIT, BRAMPTON AND GUELPH RAILWAY COMPANY:		
Ontario Statute	117	1906
Act to incorporate.		
PORT DALHOUSIE, ST. CATHARINES AND THOROLD ELECTRIC STREET RY. CO.		
Ontario Statute	...	1893
Incorporated by letters patent, 28th June, 1893.		
Ontario Statute	93	1902
Note. May lease or sell to the Niagara, St. Catharines & Toronto Ry. Co., but subject to the rights, position and power of any municipal corporation under any Statute, By-law agreement or otherwise, and the same may be enforced as against the Niagara, St. Catharines & Toronto Ry. Co. in the same manner, and to the same extent and as fully as the same could be enforced as against the Port Dalhousie, St. Catharines and Thorold Electric Ry. Co. This railway is still under the jurisdiction of this Board.		
Operated by the Niagara, St. Catharines & Toronto Railway Company.		
PORT DOVER, BRANTFORD, BERLIN AND GODERICH RAILWAY COMPANY:		
(Now Grand Valley Ry. Co.)		
Dominion Statute	73	1900
Act to incorporate.		
Declared to be a work for the general advantage of Canada.		
Dominion Statute	91	1902
Act respecting and to change name to "The Grand Valley Ry. Co."		
Dominion Statute	102	1906

	Cap.	Year.
PORT DOVER AND LAKE HURON RAILWAY COMPANY:		
See Grand Trunk.		
Ontario Statute	53	1871-72
Act to incorporate.		
Ontario Statute	88	1873
Act to amend the Act to incorporate, and to extend the powers conferred upon the said Co.		
Ontario Statute	57	1874
Act respecting.		
Ontario Statute	58	1874
Act to make valid a certain by-law of Perth, granting aid to the P. D. & L. H. Ry. Co., and to the Stratford & Huron Ry. Co.		
Ontario Statute	74	1877
See "An Act respecting the Stratford & Huron Ry., 1887, cap. 79, Ont."		
Ontario Statute	50	1878
See Stratford & Huron Ry., 1878, cap. 54. sec. 9, Ont., also 1880, cap. 65, also Act, 1881, cap, 69 amalgamating the Port Dover & L. Huron, the Stratford & Huron, and the Georgian Bay and Wellington Ry. Cos. as the Grand Trunk, Georgian Bay & Lake Erie Ry. Co., also see Perth Ry. Debentures, 1893, cap. 77.		
PORT ELGIN SPUR LINE:		
Ontario Statute	118	1906
Act to incorporate.		
PORT HOPE, LINDSAY AND BEAVERTON RAILWAY COMPANY:		
See Midland Railway of Canada.		
Ontario Statute	71	1868-69
Act to enable the Council of the Corporation of Port Hope to aid, by way of bonus, the extension and completion of the P. H. L. & B. Ry. to Beaverton and for other purposes.		
Ontario Statute	31	1869
Act to authorize the P. H. L. & B. Ry. Co. to change the name of their Company, and to extend their line of railway and for other purposes.		
Name changed to the "Midland Railway of Canada."		
PORT ROWAN AND LAKE SHORE RAILWAY COMPANY:		
Ontario Statute	59	1880
Act to incorporate.		
Ontario Statute	70	1881
Ontario Statute	59	1882
Act to amend and extend the Act to incorporate.		
PORT ROYAL AND DETROIT RIVER RAILWAY COMPANY:		
Ontario Statute	71	1881
Act to incorporate.		
PORT STANLEY, STRATHROY AND PORT FRANKS RAILWAY COMPANY:		
Ontario Statute	54	1874
Act to incorporate, (38 Vic.)		
Ontario Statute	82	1875-76
Act to amend the Act incorporating.		
Ontario Statute	16	1878
Grant of $173.04 per mile for 10 miles per annum for 20 years, ss. 2 of sec. 2.		
Ontario Statute	60	1880
Act to revive and amend the Act incorporating.		
Ontario Statute	71	1884
Act to revive and amend the Act incorporating.		
PORT WHITBY AND PORT PERRY RAILWAY COMPANY:		
Name changed to "Whitby and Port Perry Extension Ry. Co."		
Ontario Statute	42	1867-68
Act to incorporate, (31 Vic.)		
Ontario Statute	60	1868-69
Act to amend the Act to incorporate.		
Ontario Statute	39	1869
Act amending Acts relating to.		
Ontario Statute	50	1870-71
Ontario Statute	56	1871-72
Act amending Act to incorporate.		

INDEX TO RAILWAY LEGISLATION.—*Continued.*

	Cap.	Year.
Ontario Statute	68	1873
Act respecting.		
Ontario Statute	59	1874
Act to amend the Act to incorporate.		
PORTLOCK AND DESERT LAKE MINING AND RAILWAY COMPANY:		
Ontario Statute	92	1894
Act to incorporate.		
PRESCOTT COUNTY RAILWAY COMPANY:		
Dominion Statute	82	1887
Act to incorporate, p. 110.		
Declared to be a work for the general advantage of Canada.		
Dominion Statute	80	1889
Act to amend the Act to incorporate, and to change the name of the Company to "The Central Counties Railway Company," p. 91.		
See Central Counties Ry. Co.		
PRESCOTT AND GLENGARRY COUNTIES JUNCTION RAILWAY COMPANY:		
Ontario Statute	60	1882
Act to incorporate.		
PRESQU'ISLE AND BELMONT RAILWAY COMPANY:		
Ontario Statute	70	1868-69
Act to incorporate.		
Ontario Statute	94	1873
Act to revive and amend the Act to incorporate.		
PRINCE ARTHUR'S LANDING AND KAMINISTIQUIA RAILROAD COMPANY:		
Ontario Statute	83	1875-76
Act to incorporate.		
Ontario Statute	14	1877
Ss. 3 of sec. 1.		
PRINCE EDWARD COUNTY RAILWAY COMPANY:		
(Afterwards the Central Ontario Railway Co.)		
Ontario Statute	73	1873
Act to incorporate.		
Ontario Statute	60	1874
Act to amend the Act incorporating.		
Ontario Statute	51	1878
Ontario Statute	61	1880
Act to amend the Acts respecting.		
Ontario Statute	44	1880
Act to confirm a by-law of the County of Prince Edward granting aid to the P. E. Co. Ry. Co.		
Ontario Statute	72	1881
Ontario Statute	61	1882
Name changed to "The Central Ontario Ry. Co."		
Dominion Statute	60	1884
Declared to be a work for the general advantage of Canada.		
Dominion Statute	71	1886
Dominion Statute (51 Vic.)	76	1888
Dominion Statute	52	1890
Ontario Statute	23	1899
Ontario Statute	29	1900
Ontario Statute	13	1905
Sec. 21.		
Ontario Statute	19	1906
Sec. 42.		
Dominion Statute	78	1906

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QUEBEC AND LAKE HURON RAILWAY COMPANY:		
Dominion Statute	74	1900
Act to incorporate, p. 121.		
Dominion Statute	93	1903
Act respecting, p. 181.		
Dominion Statute	117	1904
Act respecting, p. 227.		
Dominion Statute	148	1906
Act respecting.		

INDEX TO RAILWAY LEGISLATION.—*Continued.*

	Cap.	Year.
QUEBEC AND LAKE HURON DIRECT RAILWAY COMPANY:		
Dominion Statute	69	1875
Act to incorporate.		
QUEBEC, MIDLAND RAILWAY COMPANY:		
Dominion Statute	149	1906
Act to incorporate.		
QUEBEC MONTREAL, OTTAWA AND OCCIDENTAL RAILWAY COMPANY:		
Dominion Statute	56	1879
Act to authorize the construction of a bridge over the Ottawa River for the use of the Quebec, Montreal, Ottawa and Occidental Ry., p. 10.		
Dominion Statute	67	1882
Act respecting, p. 23.		
See North Shore Ry Co., "Quebec."		
QUEBEC ORIENTAL RAILWAY COMPANY:		
Dominion Statute	122	1907
Act respecting.		
QUEENSTON, ST. CATHARINES AND PORT DALHOUSIE ELECTRIC RAILWAY COMPANY:		
Ontario Statute	121	1900
Act to incorporate.		
QUINZE AND BLANCHE RIVER RAILWAY COMPANY:		
Dominion Statute	123	1907
R.		
RATHBUN COMPANY:		
Dominion Statute	89	1883
Act to incorporate.		
Dominion Statute	122	1891
Act respecting.		
Dominion Statute	109	1901
Act respecting.		
Dominion Statute	180	1903
Act respecting, To construct or maintain Railways, etc.		
RICHMOND HILL JUNCTION RAILWAY COMPANY:		
Ontario Statute	77	1886
Act to incorporate.		
RIVER DETROIT RAILWAY BRIDGE COMPANY:		
Dominion Statute	91	1888
Act to incorporate the River Detroit Winter Ry. Bridge Co.		
Dominion Statute	90	1890
Act to amend Act to incorporate and to change name to the River Detroit Ry. Bridge Co., p. 136.		
RIVER ST. CLAIR RAILWAY BRIDGE AND TUNNEL COMPANY:		
Dominion Statute	87	1872
Act to incorporate, p. 370.		
Declared to be a work for the general advantage of Canada.		
Dominion Statute	92	1873
Act to amend Act to incorporate, p. 348.		
Dominion Statute	70	1882
Act respecting, p. 30.		
Dominion Statute	25	1885
Act respecting, p. 38.		
Dominion Statute	102	1891
Act respecting, p. 151.		
Dominion Statute	117	1900
Act respecting, p. 247.		
RONDEAU, RIDGETOWN AND WALLACEBURG RAILWAY COMPANY:		
Ontario Statute	119	1906
Act to incorporate.		
RUSSELL, DUNDAS AND GRENVILLE COUNTIES RAILWAY COMPANY:		
Dominion Statute	87	1899
Act to incorporate, p. 187.		
Declared to be a work for the general advantage of Canada.		
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SANDWICH AND WINDSOR PASSENGER RAILWAY COMPANY:		
(Afterwards the Sandwich, Windsor & Amherstburg Ry. Co.)		
Ontario Statute	64	1871-72
Act to incorporate.		

INDEX TO RAILWAY LEGISLATION.—*Continued.*

	Cap.	Year.
Ontario Statute	64	1874
Act to extend the time for completion.		
Ontario Statute	80	1887
Act to amend the Act incorporating.		
Ontario Statute	94	1891
Act to further amend Acts respecting.		
Ontario Statute	97	1893
Ontario Statute	62	1898
Ontario Statute	94	1902
Transfer by South Essex Electric Ry. Co.		
Ontario Statute	112	1903
Act respecting the Sandwich, Windsor & Amherstburg Ry. and the City Railway Co. of Windsor.		
The City Railway Co. of Windsor was incorporated under the provisions of "The Street Railway Act, R. S. C. 208."		
Ontario Statute	88	1904
Transfer from City Co. to Sandwich Co., authorized.		
Ontario Statute	39	1905
Act respecting the Town of Amherstburg.		
SARNIA, CHATHAM AND ERIE RAILWAY COMPANY:		
Ontario Statute	70	1875-76
See Dresden and Oil Springs Ry. Co., cap. 69, 1873.		
SARNIA AND LAMBTON SOUTHERN RAILWAY COMPANY:		
Ontario Statute	73	1884
Act to incorporate.		
Ontario Statute	81	1889
Act to revive and amend the Act incorporating.		
Ontario Statute	112	1895
SARNIA AND PETROLIA RAILWAY COMPANY:		
Ontario Statute	63	1880
Act to incorporate.		
SARNIA, PETROLIA AND ST. THOMAS RAILWAY COMPANY:		
Ontario Statute	113	1903
Act to incorporate.		
SARNIA STREET RAILWAY COMPANY:		
Ontario Statute	61	1874
Act to incorporate.		
Ontario Statute	95	1902
Ontario Statute	114	1903
SAUGEEN VALLEY RAILWAY COMPANY:		
Ontario Statute	52	1878
Act to incorporate.		
Ontario Statute	65	1882
Act to amend the Act incorporating.		
Ontario Statute	77	1888
SAULT STE. MARIE RAILWAY COMPANY:		
Onartio Statute	64	1880
Act to incorporate.		
Dominion Statute	64	1890
Act to incorporate the Sault Ste. Marie and Hudson's Bay Ry. Co.		
Declared to be a work for the general advantage of Canada.		
Ontario Statute	124	1890
Act to incorporate the Sault Ste. Marie and Hudson's Bay Ry. Co.		
Ontario Statute	98	1893
Ontario Statute	108	1896
Ontario Statute	101	1899
Name changed to "The Ontario, Hudson's Bay and Western Railways Company."		
SAULT STE. MARIE RAILWAY AND BRIDGE COMPANY:		
Dominion Statute	50	1871
Act to incorporate.		
Declared to be a work for the general advantage of Canada.		
Dominion Statute	86	1872
Act to explain and amend the Sault Ste. Marie Railway and Bridge Act, p. 368.		

INDEX TO RAILWAY LEGISLATION.—*Continued.*

	Cap.	Year.
SAULT STE. MARIE AND HUDSON'S BAY RAILWAY COMPANY:		
Ontario Statute	124	1890
Act to incorporate.		
Ontario Statute	98	1893
Act respecting.		
Ontario Statue	108	1896
Act relating.		
Ontario Statute	101	1899
Act relating.		
Name changed to "The Ontario Hudson's Bay and Western Ry. Co."		
Ontario Statute	23	1899
Ss. 1 of sec. 1 and 3.		
SCHOMBERG AND AURORA RAILWAY COMPANY:		
Dominion Statute	34	1896
Act to incorporate, p. 73.		
Declared to be a work for the general advantage of Canada.		
Dominion Statute	81	1900
Act respecting, p. 139.		
Dominion Statute	160	1906
Act respecting.		
SILVER BELT ELECTRIC RAILWAY COMPANY:		
Ontario Statute	108	1907
Act to incorporate, p. 673		
SILVERBROOK TRAMWAY COMPANY:		
Ontario Statute	74	1884
Act to incorporate.		
SIMCOE AND MUSKOKA RAILWAY COMPANY:		
Ontario Statute	80	1868-69
Act to incorporate.		
SIMCOE AND PORT RYERSE TRAM OR RAILROAD AND HARBOUR COMPANY:		
Ontario Statute	91	1873
Act to amend and extend the provisions of the Act incorporating.		
SMITH'S FALLS, RIDEAU AND SOUTHERN RAILWAY COMPANY:		
Ontario Statute	63	1898
Act to incorporate.		
Ontario Statute	102	1899
Act to amend the Act incorporating.		
SNOWDOWN BRANCH RAILWAY COMPANY:		
Ontario Statute	65	1879
Act to incorporate.		
SOUTH ESSEX ELECTRIC RAILWAY COMPANY:		
Ontario Statute	109	1896
Act to incorporate.		
Ontario Statute	95	1897
Act to amend Act incorporating.		
Ontario Statute	89	1901
See the Sandwich, Windsor & Amherstburg Ry. Co., 1902, cap. 94, sec. 3.		
SOUTH NORFOLK RAILWAY COMPANY:		
See Grand Trunk.		
Dominion Statute	86	1887
Act to incorporate.		
Declared to be a work for the general advantage of Canada.		
Ontario Statute	78	1888
Dominion Statute	57	1888
May become an extension of the Grand Trunk, Georgian Bay and Lake Erie Ry. Co., and may be operated by the Grand Trunk Railway of Canada.		
SOUTH ONTARIO PACIFIC RAILWAY COMPANY:		
Dominion Statute	85	1887
Act to incorporate, p. 122.		
Declared to be a work for the general advantage of Canada.		
Dominion Statute	70	1889
Act respecting, p. 64.		
Ontario Statute	70	1891
See Preamble.		
Dominion Statute	92	1891
Act respecting, p. 120.		

INDEX TO RAILWAY LEGISLATION.—*Continued.*

	Cap.	Year.
Dominion Statute	35	1896
Act respecting, p. 77.		
Dominion Statute	85	1901
Act respecting, p. 143.		
Dominion Statute	161	1906
Act respecting.		
SOUTH SIMCOE JUNCTION RAILWAY COMPANY:		
Ontario Statute	44	1871-72
Act to incorporate.		
SOUTH-WESTERN RAILWAY COMPANY:		
Dominion Statute	52	1888
Act to incorporate.		
Declared to be a work for the general advantage of Canada.		
Dominion Statute	83	1891
Act respecting.		
Dominion Statute	37	1896
Act respecting the S.W. Ry. Co. and the St. Lawrence & Adirondack Ry. Co., p. 83.		
See 1896, cap. 18, Dominion Statutes, p. 15.		
SOUTH-WESTERN RAILWAY COMPANY OF CANADA:		
Ontario Statute	62	1874
Act to incorporate.		
SOUTH-WESTERN TRACTION COMPANY:		
Ontario Statute	96	1902
Act to incorporate.		
Ontario Statute	115	1903
Ontario Statute	89	1904
Ontario Statute	121	1906
SOUTHERN CENTRAL RAILWAY COMPANY:		
Ontario Statute	81	1887
Act to incorporate.		
Ontario Statute	125	1890
ST. CATHARINES, MERRITTON AND THOROLD STREET RAILWAY COMPANY:		
Ontario Statute	63	1882
Ontario Statute	76	1888
Act to amend the Acts respecting.		
Formerly the "St. Catharines Street Ry. Co."		
ST. CATHARINES AND NIAGARA CENTRAL RAILWAY COMPANY:		
(Name changed to the Niagara, Hamilton and Pacific Ry. Co.)		
Ontario Statute	73	1881
Act to incorporate.		
Ontario Statute	62	1882
Act amending the Act to incorporate.		
Ontario Statute	72	1884
Ontario Statute	79	1885
Ontario Statute	78	1886
Dominion Statute	60	1887
Declared to be a work for the general advantage of Canada.		
Dominion Statute	78	1888
Act to amend Act respecting.		
Dominion Statute	79	1888
Dominion Statute	54	1890
Dominion Statute	87	1891
Dominion Statute	58	1892
Ontario Statute	79	1893
Dominion Statute	92	1894
Dominion Statute	61	1895
Act respecting and to change name to the "Niagara, Hamilton and Pacific Ry. Co."		
Ontario Statute	79	1895
Dominion Statute	9	1896
ST. CATHARINES, PELHAM AND WELLAND ELECTRIC RAILWAY COMPANY:		
Ontario Statute	86	1904
Act to incorporate.		
Ontario Statute	107	1905
Ontario Statute	120	1906

INDEX TO RAILWAY LEGISLATION.—*Continued.*

	Cap.	Year.
ST. CATHARINES STREET RAILWAY COMPANY:		
Ontario Statute	63	1874
Act to incorporate.		
Ontario Statute	86	1877
Ontario Statute	63	1882
Act to amend the Acts relating to.		
Name changed to the "St. Catharines, Merritton and Thorold Street Ry. Co."		
ST. CLAIR, ESSEX CENTRE AND ERIE RAILWAY COMPANY:		
Ontario Statute	80	1885
Act to incorporate.		
ST. JOSEPH AND STRATFORD ELECTRIC RAILWAY COMPANY:		
Ontario Statute	87	1904
Act to incorporate.		
ST. LAWRENCE AND ADIRONDACK RAILWAY COMPANY:		
Dominion Statute	64	1888
Act to incorporate.		
Declared to be a work for the general advantage of Canada.		
Dominion Statute	60	1893
Act respecting, p. 113.		
Dominion Statute	93	1894
Act respecting, p. 173.		
Dominion Statute	62	1895
Act respecting, p. 85.		
Dominion Statute	18	1896
St. Lawrence and Adirondack Ry. Co. agreement with Grand Trunk Ry. Co., confirmed.		
Dominion Statute	32	1896
Act respecting, p. 65.		
Leased to Grand Trunk.		
ST. LAWRENCE AND OTTAWA RAILWAY COMPANY:		
(Formerly the Ottawa and Prescott Ry. Co.)		
Dominion Statute	20	1867
Act to incorporate, p. 314.		
Declared to be a work for the general advantage of Canada.		
Dominion Statute	67	1872
Act to amend, p. 249.		
Dominion Statute	47	1876
Act to further amend, p. 24.		
Dominion Statute	76	1884
Act to empower the bondholders of the St. L. & O. Ry. Co. to vote at meetings of the Company, and for other purposes, p. 119.		
Dominion Statute	33	1896
Act respecting, p. 71.		
Leased to Canadian Pacific Ry.		
ST. MARY'S AND CREDIT VALLEY RAILWAY COMPANY:		
(Name changed to "St. Mary's Credit Valley and Huron Ry. Co.)		
Ontario Statute	74	1873
Act to incorporate.		
Ontario Statute	62	1880
Act to revive and amend the Act to incorporate.		
Ontario Statute	64	1882
Act to amend the Acts respecting.		
ST. MARY'S RIVER BRIDGE COMPANY:		
(Railways.)		
Dominion Statute	112	1901
Act to incorporate.		
Dominion Statute	159	1906
Act respecting.		
Dominion Statute	129	1907
Act respecting.		
ST. MARY'S AND WESTERN ONTARIO RAILWAY COMPANY:		
Dominion Statute	155	1905
Act to incorporate, p. 479.		
Declared to be a work for the general advantage of Canada.		

INDEX TO RAILWAY LEGISLATION.—*Continued.*

	Cap.	Year.
Dominion Statute	130	1907
Act respecting.		
ST. THOMAS RADIAL ELECTRIC COMPANY:		
Ontario Statute	111	1895
Act to incorporate.		
ST. THOMAS STREET RAILWAY COMPANY:		
Ontario Statute	53	1878
Act to incorporate.		
Ontario Statute	51	1898
Act respecting the City of St. Thomas and the St. Thomas St. Ry. Co.		
Ontario Statute	111	1903
STRATFORD AND HURON RAILWAY COMPANY:		
See Grand Trunk.		
Dominion Statute	184	1855
Act to incorporate.		
Dominion Statute	26	1856
Act to amend the Act incorporating.		
Dominion Statute	88	1864
Ontario Statute	51	1871-72
Ontario Statute	87	1873
Act consolidating and amending the Acts incorporating the S. & H. Ry. Co. and the Acts reviving and amending the same.		
Ontario Statute	55	1874
Ontario Statute	58	1874
Ontario Statute	22	1875-76
(39 Vic.), ss. 5 of sec. 1.		
Ontario Statute	54	1878
Ontario Statute	66	1879
Ontario Statute	65	1880
Act respecting the S. & H. Ry. Co. and the Port Dover and Lake Huron Ry. Companies.		
Ontario Statute	23	1881
Ss. 2 of sec. 2.		
Ontario Statute	77	1893
STRATFORD AND ST. JOSEPH RADIAL RAILWAY COMPANY:		
Ontario Statute	109	1907
Act to incorporate, p. 676.		
STRATFORD RADIAL RAILWAY COMPANY:		
Ontario Statute	116	1903
Act to incorporate.		
STRATHROY AND WESTERN COUNTIES RAILWAY COMPANY:		
Ontario Statute	99	1893
Act to incorporate.		
Ontario Statute	64	1898
Act to amend the Act incorporating.		
Ontario Statute	90	1901
Ontario Statute	90	1904
STREETSVILLE AND PORT CREDIT JUNCTION RAILWAY COMPANY:		
Ontario Statute	40	1870-71
Act to incorporate.		
Ontario Statute	81	1873
Ontario Statute	123	1873
Sec. 2.		
Ontario Statute	84	1875-76
SUDBURY, COPPER CLIFF AND CREIGHTON ELECTRIC RAILWAY COMPANY:		
Ontario Statute	117	1903
Act to incorporate.		
SUDBURY AND NIPISSING RAILWAY COMPANY:		
Ontario Statute	100	1893
Act to incorporate.		
Ontario Statute	122	1900
SUDBURY AND WAHNAPITAE RAILWAY COMPANY:		
Dominion Statute	90	1899
Act to incorporate, p. 195.		
Declared to be a work for the general advantage of Canada.		

INDEX TO RAILWAY LEGISLATION.—*Continued.*

	Cap.	Year.
SUPERIOR AND JAMES BAY RAILWAY COMPANY:		
Ontario Statute	123	1900
Act to incorporate.		
Ontario Statute	122	1906
Act of 1900 revived.		
T.		
TEESWATER AND INVERHURON RAILWAY COMPANY:		
Dominion Statute	90	1887
Act to incorporate, p. 156.		
Declared to be a work for the general advantage of Canada.		
TEMISKAMING AND NORTHERN ONTARIO RAILWAY:		
Ontario Statute	9	1902
Act to authorize the construction of.		
Ontario Statute	4	1903
Act to amend the T. & N. O. Ry. Act.		
Ontario Statute	7	1904
Ontario Statute	10	1905
Ontario Statute	14	1906
Ontario Statute	18	1907
THAMES VALLEY TRAMWAY COMPANY:		
Ontario Statute	82	1887
Act to incorporate.		
THESSALON AND GRAND PORTAGE RAILWAY COMPANY:		
Ontario Statute	103	1899
Act to incorporate.		
THESSALON AND NORTHERN RAILWAY COMPANY:		
Ontario Statute	110	1907
Act to incorporate, p. 679.		
Ontario Statute	23	1907
Sec. 48.		
THOROLD AND LAKE ERIE RAILWAY COMPANY:		
Dominion Statute	131	1904
Act to incorporate, p. 267.		
Declared to be a work for the general advantage of Canada.		
Dominion Statute	132	1904
Act to amend the Act to incorporate, p. 271.		
Dominion Statute	168	1906
Act respecting.		
THOUSAND ISLANDS RAILWAY COMPANY:		
(Formerly Gananoque and Rideau Ry. Co.)		
Ontario Statute	67	1884
Ontario Statute	66	1894
Act to confirm an agreement between the Corporation of the Town of Gananoque and the T. I. Ry. Co.		
Dominion Statute	75	1888
Declared to be a work for the general advantage of Canada.		
Dominion Statute	38	1896
Act respecting, p. 91.		
Dominion Statute	83	1900
Act respecting, p. 145.		
THUNDER BAY COLONIZATION RAILWAY COMPANY:		
(Name changed to "Port Arthur, Duluth and Western Ry. Co.)		
Ontario Statute	56	1883
Act to incorporate.		
Ontario Statute	79	1886
Ontario Statute	83	1887
Act to change name of Company to the "Port Arthur, Duluth and Western Ry. Co.," which *was declared to be a work for the general advantage of Canada.*		
THUNDER BAY, NIPIGON AND ST. JOE RAILWAY COMPANY:		
Ontario Statute	104	1899
Act to incorporate.		
Ontario Statute	22	1901
Ss. 5 of sec. 1.		
Ontario Statute	24	1901
Act respecting aid by land grant.		

INDEX TO RAILWAY LEGISLATION.—*Continued.*

	Cap.	Yea
Ontario Statute	25	190
Ss. 6 of sec. 1.		
Ontario Statute	7	190
Sec. 62.		
Ontario Statute	21	190
Act amending the Act respecting aid by land grant.		
Ontario Statute	91	190
THUNDER BAY SILVER MINES RAILWAY COMPANY:		
Dominion Statute	80	187
Act to incorporate, p. 334.		
Declared to be a work for the general advantage of Canada.		
THREE RIVERS AND WESTERN RAILWAY COMPANY:		
Dominion Statute	64	188
Act to incorporate, p. 48.		
THURLOW RAILWAY COMPANY:		
Ontario Statute	111	190
Act to incorporate, p. 682.		
Jurisdiction divided.		
TILLSON SPUR LINE RAILWAY COMPANY:		
Ontario Statute	95	189
Act to incorporate.		
TILLSONBURG AND LAKE ERIE AND PACIFIC RAILWAY COMPANY:		
Leased by Canadian Pacific Ry. Co.		
Dominion Statute	56	189
Act to incorporate.		
Declared to be a work for the general advantage of Canada.		
Ontario Statute	36	189
Ss. 1 of sec. 1.		
Ontario Statute	113	189
Act to confirm certain Municipal By-laws respecting the T. L. E. & P. Ry. Co. & the Port Burwell Harbour.		
Ontario Statute	40	189
Ss. 4 of sec. 1.		
Dominion Statute	105	190
Dominion Statute	133	190
TIMAGAMI RAILWAY COMPANY:		
Dominion Statute	87	189
Act to incorporate, p. 105.		
Declared to be a work for the general advantage of Canada.		
Dominion Statute	84	190
Act respecting, cap. 87, 1898, revived, and time for completion extended, p. 147.		
Dominion Statute	106	190
Act respecting, p. 219.		
Dominion Statute	134	190
Act respecting, p. 275.		
Dominion Statute	161	190
Act respecting, and to change name to "The Ontario Northern and Timagami Ry. Co.," p. 493.		
TIMAGAMI, COBALT AND TEMISKAMING RAILWAY COMPANY:		
Dominion Statute	167	190
Act to incorporate.		
TORONTO RAILWAY COMPANY:		
(Formerly Toronto Street Ry. Co.)		
Ontario Statute	99	189
Act to incorporate the Toronto Ry. Co. and to confirm an agreement between the Corporation of the City of Toronto and George W. Kiely, William McKenzie, Henry A. Everett and Chauncey W. Woodworth.		
Ontario Statute	85	189
See Toronto, Act respecting By-law No. 3,090, p. 391.		
Ontario Statute	101	189
Ontario Statute	93	189
Ontario Statute	81	189
See Toronto, Schedules "B" and "C."		
Ontario Statute	103	190
See Toronto Junction Town.		
Ontario Statute	93	190

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	Cap.	Year.
TORONTO BELT LINE RAILWAY COMPANY:		
Ontario Statute	82	1889
Act to incorporate, p. 281.		
Ontario Statute	82	1891
Don Improvements, See Toronto City, sec. 2.		
TORONTO, GREY AND BRUCE RAILWAY COMPANY:		
(Now Canadian Pacific Ry. Co.)		
Ontario Statute	40	1868
Act to incorporate.		
Ontario Statute	82	1868-69
Act to amend the Act incorporating.		
Ontario Statute	41	1869
Ontario Statute	4	1872
Ontario Statute	46	1871-72
Ontario Statute	78	1873
Ontario Statute (38 Vic.)	56	1874
Ontario Statute	78	1877
Ontario Statute	31	1878
Ontario Statute	55	1878
Ontario Statute	66	1880
Ontario Statute	74	1881
Dominion Statute	66	1884
Declared to be a work for the general advantage of Canada.		
Ontario Statute	66	1885
Ontario Statute	61	1886
TORONTO AND HAMILTON RAILWAY COMPANY:		
Dominion Statute	196	1903
Act to incorporate, p. 409, vol. 2.		
Declared to be a work for the general advantage of Canada.		
Sec. 10. "The acquisition by the Company of a line of any railway mentioned in section 8 of this Act, which has been incorporated by a charter of the Province of Ontario, shall not make such line of railway, or any extension or extensions thereof hereafter constructed under such charter, subject to The Railway Act of Canada or works for the general advantage of Canada, *but they shall be and remain subject to the legislation and control of the Province of Ontario*, and to the rights and powers of the local municipalities in the same manner and to the same extent as if this act had not been passed."		
The Companies mentioned in section 8 are The Hamilton Radial Electric Railway Co., the Hamilton, Grimsby & Beamsville Electric Ry. Co., the Niagara, St. Catharines & Toronto Ry. Co., the Toronto & Mimico Electric Ry. Co. and Light Co., Limited, the Metropolitan Ry. Co. and the Toronto Suburban Ry. Co.		
Dominion Statute	135	1904
Act respecting, p. 277.		
Dominion Statute	163	1905
Act respecting, p. 501.		
Dominion Statute	164	1905
Act respecting, p. 503.		
Dominion Statute	169	1906
Act respecting, and to change name to "The Toronto, Niagara and Western Railway Company."		
TORONTO, HAMILTON AND BUFFALO RAILWAY COMPANY:		
(See "Brantford, Waterloo and Lake Erie Ry. Co.")		
Ontario Statute	75	1884
Act to incorporate.		
Ontario Statute	83	1889
Ontario Statute	126	1890
Dominion Statute	86	1891
Declared to be a work for the general advantage of Canada.		
Ontario Statute	60	1893
Dominion Statute	62	1893
Dominion Statute	66	1895
Ontario Statute	110	1896
Dominion Statute	39	1896

INDEX TO RAILWAY LEGISLATION.—*Continued.*

	Cap.	Year.
Ontario Statute	60	1898
Agreement with Hamilton & Dundas St. Ry. Co.		
Dominion Statute	197	1903
Dominion Statute	165	1905
Operated by Michigan Central Railway.		
TORONTO, HAMILTON AND NIAGARA FALLS ELECTRIC RAILWAY COMPANY:		
Ontario Statute	114	1895
Act to incorporate.		
TORONTO, HIGH PARK AND MIMICO TRAMWAY COMPANY:		
Ontario Statute (38 Vic.)	60	1874
Act to incorporate.		
TORONTO, HIGH PARK AND WESTERN TRAMWAY COMPANY:		
Ontario Statute	66	1882
Act to incorporate.		
TORONTO AND HUDSON BAY RAILWAY COMPANY:		
Dominion Statute	88	1898
Act to incorporate, p. 109.		
Declared to be a work for the general advantage of Canada.		
TORONTO, LINDSAY AND PEMBROKE RAILWAY COMPANY:		
Ontario Statute	105	1899
Act to incorporate.		
Ontario Statute	29	1900
Ss. 1 of sec. 1.		
Ontario Statute	25	1902
Sec. 2, also see ss. 3 and sec. 19.		
Ontario Statute	23	1907
Secs. 44 and 45.		
TORONTO AND MIMICO RAILWAY COMPANY:		
Incorporated by letters patent, 14 Nov., 1890.		
Ontario Statute	92	1904
Act respecting Township of Toronto and the T & M. Ry. Co.		
See Toronto & York Radial Ry. Co.		
TORONTO, NIAGARA AND WESTERN RAILWAY COMPANY:		
Dominion Statute	169	1906
See Toronto & Hamilton Ry. Co.		
TORONTO AND NIPISSING RAILWAY COMPANY:		
See Grand Trunk or Midland Ry.		
Ontario Statute	41	1868
Act to incorporate.		
Ontario Statute	83	1868-69
Act to amend Act to incorporate.		
Ontario Statute	42	1869
Act to amend Act to incorporate.		
Ontario Statute	54	1870-71
Act to amend Act to incorporate.		
Ontario Statute	79	1873
Act to amend Act to incorporate.		
Ontario Statute (38 Vic.)	57	1874
Act to amend Acts relating to T. & N. Ry. Co.		
Ontario Statute	56	1878
Ontario Statute	62	1879
Ontario Statute	67	1882
Act to consolidate the Toronto & Nipissing Ry. Co., the Whitby, Port Perry & Lindsay Ry. Co., the Victoria Ry. Co., the Toronto & Ottawa Ry. Co., the Grand Junction Ry. Co. & the Midland Ry. of Canada.		
Ontario Statute	68	1882
Ontario Statute	50	1887
Ontario Statute	43	1888
Ontario Statute	64	1889
Ontario Statute	71	1889
TORONTO AND NIPISSING EASTERN EXTENSION RAILWAY COMPANY:		
Ontario Statute	67	1880
Act to incorporate.		
Ontario Statute	75	1881
Ontario Statute	76	1884
Name changed to "The Irondale, Bancroft and Ottawa Ry. Co."		

INDEX TO RAILWAY LEGISLATION.—*Continued.*

	Cap.	Year.
TORONTO AND NORTH EASTERN RAILWAY COMPANY:		
Ontario Statute	123	1906
Act to incorporate.		
TORONTO AND OTTAWA RAILWAY COMPANY:		
(Formerly Huron and Quebec Ry. Co.)		
Ontario Statute	80	1877
Ontario Statute	57	1878
Ontario Statute	67	1879
Act respecting certain property in the Town of Peterborough, and to amend an Act respecting the Toronto and Ottawa Ry. Co.		
Ontario Statute	68	1880
Ontario Statute	76	1881
Ontario Statute	67	1882
Act to consolidate the above and other railways under the name of "The Midland Railway of Canada."		
See Grand Trunk.		
TORONTO, OTTAWA AND FRENCH RIVER RAILWAY COMPANY:		
Ontario Statute	108	1905
Act to incorporate.		
TORONTO, SIMCOE AND MUSKOKA JUNCTION RAILWAY COMPANY:		
Ontario Statute	30	1869
Act to incorporate.		
Ontario Statute	53	1870-71
Act to amend the Act to incorporate. See Ontario Statute, 1871-72, cap. 43.		
Act to amalagamate the Toronto, Simcoe and Muskoka Junction Ry. Co. and the North Grey Ry. Co. as the "Northern Extension Ry. Co."		
TORONTO STREET RAILWAY COMPANY:		
(Now Toronto Railway Company.)		
Statutes of Canada	83	1861
Act to incorporate.		
Ontario Statute	81	1868-69
Act for the Relief of the T. St. Ry. Co., and to provide for the sale of their Ry. and for other purposes.		
Ontario Statute	101	1873
Act to remove certain doubts as to the powers of the proprietors of the T. St. Ry., and to incorporate them and others under the name of "The Toronto St. Ry. Co.," and for other purposes.		
Ontario Statute	63	1875-76
Act respecting the City of Toronto, the T. St. Ry. Co., and other matters.		
Ontario Statute	85	1877
Ontario Statute	77	1884
Act to authorize the T. St. Ry. Co. to issue mortgage debentures and for other purposes.		
Ontario Statute	80	1886
Act to amend the Acts relating to.		
Ontario Statute	73	1889
Power to borrow for purchase of Toronto St. Ry.		
Ontario Statute	127	1890
Ontario Statute	105	1890
Act respecting the City of Toronto and the Toronto St. Ry. Corporation may borrow sums necessary to purchase and operate Street Railway.		
TORONTO SUBURBAN STREET RAILWAY COMPANY:		
Ontario Statute	94	1894
Act to incorporate.		
Ontario Statute	103	1900
Section "1."		
Ontario Statute	124	1900
Ontario Statute	91	1901
Ontario Statute	94	1904
See Metropolitan St. Ry. Co. and Toronto & York Radial Ry. Co., also Toronto & Mimico Electric Ry., also Toronto & Scarboro El. Ry.		

INDEX TO RAILWAY LEGISLATION.—*Continued.*

	Cap.	Year.
TORONTO TERMINALS RAILWAY COMPANY:		
Dominion Statute	170	1906
Act to incorporate.		
TORONTO AND YORK RADIAL RAILWAY COMPANY:		
Ontario Statute	96	1891
Act respecting.		
Ontario Statute	98	1892
Ontario Statute	65	1898
Act to amend the Act to incorporate		
Ontario Statute	66	1898
Act to incorporate.		
Ontario Statute	118	1903
Ontario Statute	124	1906
Act respecting.		
See Metropolitan Street Ry. Co., also Toronto & Mimico Electric Ry. Co., also Toronto and Scarboro Electric Ry. Co.		
TRANS-CANADIAN RAILWAY COMPANY:		
Dominion Statute	68	1895
Act to incorporate.		
Dominion Statute	65	1897
Act respecting, and to change name to the "Trans-Canada Railway Company."		
Dominion Statute	108	1902
Dominion Statute	136	1904
TRENT VALLEY RAILWAY COMPANY:		
Ontario Statute	76	1873
Act to incorporate.		
Ontario Statute	58	1874
Act to amend Act incorporating, (38 Vic.)		
Ontario Statute	69	1880
Ontario Statute	77	1881
UNION RAILWAY COMPANY: U.		
Dominion Statute	63	1889
Act to incorporate, p. 45.		
Declared to be a work for the general advantage of Canada.		
VICTORIA RAILWAY COMPANY: V.		
(Formerly Fenelon Falls Ry. Co.)		
Also see Midland Ry. Co., 1873, cap. 97, Ont.		
Ontario Statute (37 Vic.)	63	1874
Act to amend the Acts relating to.		
Ontario Statute (38 Vic.)	61	1874
Ontario Statute (39 Vic.)	22	1875-76
Ss. 1 of sec. 2.		
Ontario Statute	14	1877
Ss. 1 of sec. 1.		
Ontario Statute	58	1878
Ontario Statute	70	1880
Ontario Statute	67	1882
Act to consolidate the above and other Rys. under the name of "The Midland Railway of Canada."		
Ontario Statute	71	1889
See Grand Trunk.		
VICTORIA EXTENSION RAILWAY COMPANY:		
Ontario Statute	71	1880
Act to incorporate.		
VICTORIA MINES RAILWAY COMPANY:		
Ontario Statute	125	1900
Act to incorporate.		
VICTORIA AND SAULT STE. MARIE JUNCTION RAILWAY COMPANY:		
Dominion Statute	80	1886
Act to incorporate, p. 68.		
Dominion Statute	53	1890
An Act to amend the Act to incorporate, p. 35.		
VAUDREUIL RAILWAY COMPANY:		
Dominion Statute (16 Vic.)	134	
Act of Incorporation.		

INDEX TO RAILWAY LEGISLATION.—*Continued.*

	Cap.	Year.
Dominion Statute	46	1871
Act concerning, and to change name to the "Ottawa, Vaudreuil and Montreal Ry. Co."		
VAUDREUIL AND PRESCOTT RAILWAY COMPANY:		
Dominion Statute	84	1884
Act to incorporate, p. 163.		
Dominion Statute	38	1890
Act to change the name of the Company to "The Montreal and Ottawa Railway Company," p. 43.		
See Montreal and Ottawa Ry. Co., 1891, cap. 96.		
VAUDREUIL AND OTTAWA RAILWAY COMPANY:		
Ontario Statute	41	1892
Sec. 2.		
Ontario Statute	34	1893
Ss. 4 and 5 of sec. 1.		
Ontario Statute	48	1896
Sec. 6.		
Ontario Statute	40	1897
Ss. 2 of sec. 1.		

W.

WABIGON, MANITOU AND RAINY LAKE RAILWAY COMPANY:		
Ontario Statute	126	1900
Act to incorporate.		
WALKERTON AND LUCKNOW RAILWAY COMPANY:		
Dominion Statute	138	1904
Act to incorporate, p. 283.		
Declared to be a work for the general advantage of Canada.		
Dominion Statute	175	1905
Act respecting, p. 529.		
WATERLOO JUNCTION RAILWAY COMPANY:		
Ontario Statute	84	1889
Act to incorporate.		
See Grand Trunk.		
WATERLOO AND MAGOG RAILWAY COMPANY:		
Dominion Statute	68	1887
Act respecting, p. 47.		
Declared to be a work for the general advantage of Canada.		
Owned by Canadian Pacific Ry.		
WATERLOO, WELLINGTON AND GEORGIAN BAY RAILWAY COMPANY:		
Ontario Statute	68	1879
Act to incorporate.		
Ontario Statute	57	1883
WELLAND RAILWAY COMPANY:		
Dominion Statute	60	1879
Act to authorize the W. Ry. Co. to convert their six per cent. mortgage bonds into five per cent. debenture stock, and for other purposes, p. 26.		
Dominion Statute	53	1884
Act to authorize the transfer of the W. Ry. Co. to the Grand Trunk Ry. Co. of Canada, and for other purposes, p. 21.		
See Grand Trunk.		
WELLINGTON, GREY AND BRUCE RAILWAY COMPANY:		
Dominion Statute	93	1864
Act to incorporate.		
Ontario Statute	13	1868
Act to amend Act incorporating.		
Ontario Statute	37	1870-71
Act to amend Act incorporating and to extend the time for completing same.		
Ontario Statute	82	1873
Ontario Statute	83	1873
Ontario Statute	59	1874
Act to amend Acts respecting.		
Ontario Statute	31	1878
Ontario Statute	69	1892
See Great Western Division & Grand Trunk Ry.		

INDEX TO RAILWAY LEGISLATION.—*Continued.*

	Cap.	Year.
WESTERN CENTRAL RAILWAY COMPANY:		
Ontario Statute	109	1905
Act to incorporate.		
Ontario Statute	125	1906
Act to amend Act incorporating.		
WESTERN COUNTIES RAILWAY COMPANY:		
Ontario Statute	69	1882
Act to incorporate.		
WEST ONTARIO PACIFIC RAILWAY COMPANY:		
See Canadian Pacific Ry.		
Dominion Statute	87	1885
Act to incorporate.		
Declared to be a work for the general advantage of Canada.		
Dominion Statute	70	1886
Act to amend the Act to incorporate.		
Ontario Statute	74	1892
Act respecting the City of London and the W. O. P. and certain other railways.		
Dominion Statute	178	1906
See Dominion Statute, 1887, cap. 62 and Dominion Statute, 1888, cap. 53.		
WESTON AND DUFFIN'S CREEK RAILWAY COMPANY:		
Ontario Statute	78	1881
Act to incorporate.		
Ontario Statute	70	1882
WESTON, HIGH PARK AND TORONTO STREET RAILWAY COMPANY:		
Ontario Statute	97	1891
Incorporated under "The Ontario Joint Stock Companies Letters Patent Act, 21st April, 1892."		
Name changed to "The City and Suburban Electric Ry. Co., Limited."		
Toronto Suburban Street Ry. Co. may acquire property, etc.		
See section 2, cap. 94, 1894.		
See Toronto & York Radial Ry. Co.		
WHITBY AND BOBCAYGEON EXTENSION RAILWAY COMPANY:		
Ontario Statute	60	1878
Act to incorporate		
Ontario Statute	69	1879
Power to sell to the Whitby, Port Perry and Lindsay Ry. Co.		
WHITBY AND PORT PERRY EXTENSION RAILWAY COMPANY:		
Ontario Statute	59	1874
The Whitby and Port Perry Ry. Co., name changed to the "Whitby and Port Perry Extension Ry. Co."		
Ontario Statute	82	1877
Name changed to the "Whitby, Port Perry and Lindsay Ry. Co."		
Ontario Statute	14	1877
Ss. 2 of sec. 1.		
See Grand Trunk.		
WHITBY, PORT PERRY AND LINDSAY RAILWAY COMPANY:		
Ontario Statute	82	1877
Ontario Statute	59	1878
Ontario Statute	70	1879
Ontario Statute	79	1881
Ontario Statute	67	1882
Act to consolidate the Toronto and Nipissing Ry. Co., the Whitby, Port Perry and Lindsay Ry. Co., the Victoria Ry. Co., the Toronto & Ottawa Ry. Co., the Grand Junction Ry. Co., and the Midland Railway of Canada.		
See Grand Trunk.		
WINDSOR, AMHERSTBURG AND LAKE ERIE RAILWAY COMPANY:		
Ontario Statute	115	1895
Act to incorporate.		
WINDSOR, CHATHAM AND LONDON RAILWAY COMPANY:		
Dominion Statute	183	1906
Act to incorporate.		
Declared to be a work for the general advantage of Canada.		

APPENDIX TO RAILWAY LEGISLATION.—*Concluded.*

	Cap.	Year.
WINDSOR AND ESSEX AND LAKE SHORE RAPID RAILWAY COMPANY:		
Ontario Statute	71	1879
Act to incorporate.		
Ontario Statute	72	1880
Act to amend the Act incorporating.		
WINDSOR, ESSEX AND LAKE SHORE RAPID RAILWAY COMPANY:		
Ontario Statute	92	1901
Act to incorporate.		
Ontario Statute	97	1902
Ontario Statute	95	1904
Ontario Statute	110	1905
Dominion Statute	184	1906
Act to incorporate.		
Declared to be a work for the general advantage of Canada.		
WINDSOR AND TECUMSEH ELECTRIC RAILWAY COMPANY:		
(Operated by Sandwich, Windsor and Amherstburg Electric Ry. Co.)		
Ontario Statute	96	1904
Act to incorporate.		
Power other than steam.		
Ontario Statute	111	1905
See Ontario Traction Co. agreement with.		
Ontario Statute	112	1907
Act respecting the W. & T. El. Ry. Co. and the Sandwich, Windsor & Amherstburg Ry. Co.		
WOODSTOCK, THAMES VALLEY AND INGERSOLL ELECTRIC RAILWAY COMPANY:		
Ontario Statute	127	1900
Act to incorporate.		
Ontario Statute	98	1902
Act to amend the Act incorporating.		
See the Grand Valley Ry. Co., the Brantford S. Ry. Co., also the Port Dover, Brantford, Berlin and Goderich Ry. Co.		
WORTHINGTON AND ONAPING RAILWAY COMPANY:		
Ontario Statute	106	1899
Act to incorporate.		
Y.		
YORKVILLE LOOP LINE RAILWAY COMPANY:		
Ontario Statute	77	1873
Act to incorporate.		
Ontario Statute	85	1875-76
Act to amend the Act to incorporate.		
Ontario Statute	72	1879
Ontario Statute	80	1881
Act to amend the Acts respecting.		
Ontario Statute	78	1884
Ontario Statute	85	1889

The statistics presented in this report relating to Electric Railways operating in the Province of Ontario, refer to the year ending 30th June, 1907.

The Dominion Railway Commission have in the past required companies to make up reports in each year to 30th June. The companies having accommodated their methods of keeping their records and their financial returns to meet the requirements of the Dominion Railway Commission, it has been found inconvenient to furnish reports to this Board covering a different period. In compliance with a unanimous request presented by the Street Railway Association, the Board decided to accept for this year the form of report submitted to the Dominion Railway Commission and to bring down returns to 30th June, 1907. This will enable the Board to furnish returns of the various companies to a period of six months later than was possible had the returns been made up to the 31st December.

The tables submitted indicate that there has been an increase in mileage during the past year of 30.56 miles, an increase in gross revenue of $618,428.08, and an increase in net earnings of $236,635.25.

Electric Railways, Capital Stock and Bonded Debts to 30th June, 1907.

Name of Railway.	Ordinary Share Capital.			Preference Stock.			Bonded Debt.		
	Authorized.	Subscribed.	Paid up.	Authorized.	Subscribed.	Paid up.	Authorized.	Issued.	Sold.
	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.
Berlin and Waterloo	40,000 00	30,950 00	30,950 00	.....	.....	.....	30,000 00	30,000 00	30,000 00
Berlin and Bridgeport (leased line)	50,000 00	.....	17,000 00	.....	.....	.....	.....	.....	.....
Brantford Street Ry	200,000 00	200,000 00	200,000 00	.....	.....	.....	125,000 00	125,000 00	125,000 00
Cornwall Street Ry	100,000 00	100,000 00	100,000 00	100,000 00	100,000 00	100,000 00	.....	.....	.....
Galt, Preston and Hespeler	100,000 00	49,850 00	31,310 00	.....	.....	.....	175,000 00	175,000 00	175,000 00
Preston to Berlin (leased line)	100,000 00	1,000 00	1,000 00	.....	.....	.....	.....	.....	.....
Grand Valley Ry	2,000,000 00	700,000 00	700,000 00	.....	.....	.....	.....	.....	.....
Guelph Radial	108,000 00	108,000 00	108,000 00	.....	.....	.....	450,000 00	450,000 00	450,000 00
Hamilton and Dundas	100,000 00	100,000 00	100,000 00	.....	.....	.....	300,000 00	300,000 00	300,000 00
Hamilton, Grimsby and Beamsville	400,000 00	385,000 00	235,000 00	.....	.....	.....	100,000 00	100,000 00	100,000 00
Hamilton Radial	36,250 00	36,250 00	36,000 00	.....	.....	.....	150,000 00	150,000 00	150,000 00
Hamilton Street Ry	205,000 00	205,000 00	205,000 00	74,900 00	74,900 00	74,900 00	500,000 00	500,000 00	500,000 00
International Transit Co	150,000 00	150,000 00	150,000 00	.....	.....	.....	.....	.....	.....
Kingston, Portsmouth and Cataraqui	40,000 00	40,000 00	40,000 00	.....	.....	.....	1,000,000 00	1,000,000 00	300,000 00
London Street Ry	750,000 00	550,000 00	540,024 00	.....	.....	.....	.....	.....	.....
Niagara Falls, Park and River	1,000,000 00	600,000 00	600,000 00	.....	.....	.....	50,000 00	50,000 00	35,000 00
Ottawa Street Ry	1,000,000 00	998,200 00	998,200 00	.....	.....	.....	88,452 16	88,452 16	88,452 16
Peterborough Radial	500,000 00	100,000 00	100,000 00	.....	.....	.....	1,000,000 00	500,000 00	500,000 00
Port Arthur Street Ry	.....	.....	.....	.....	.....	.....	500,000 00	310,259 04	310,259 04
Port Dalhousie, St. Catharines and Thorold	100,000 00	77,500 00	77,000 00	167,000 00	167,000 00	167,000 00	.....	.....	.....
Sandwich, Windsor and Amherstburg	500,000 00	350,000 00	297,000 00	.....	.....	.....	600,000 00	400,000 00	400,000 00
Sarnia Street Ry	100,000 00	77,200 00	75,280 00	.....	.....	.....	56,900 00	56,900 00	56,900 00
South-Western Traction Co	1,000,000 00	464,000 00	437,726 00	.....	.....	.....	725,000 00	667,500 00	667,500 00
St. Thomas Street Ry	.....	.....	.....	.....	.....	.....	62,882 00	62,882 00	62,882 00
Toronto Street Ry	8,000,000 00	8,000,000 00	7,985,540 00	.....	.....	.....	3,613,373 33	3,613,373 33	3,613,373 33
Toronto and Suburban	1,000,000 00	80,000 00	80,000 00	.....	.....	.....	300,000 00	140,000 00	.....
Toronto and York Radial	2,000,000 00	2,000,000 00	2,000,000 00	.....	.....	.....	1,000,000 00	1,000,000 00	1,000,000 00
Woodstock, Thames Valley and Ingersoll	300,000 00	100,000 00	100,000 00	100,000 00	100,000 00	100,000 00	200,000 00	140,000 00	113,800 00
Huntsville and Lake of Bays Ry. Co.	50,000 00	.....	.....	.....	.....	.....	.....	.....	.....
	19,929,250 00	15,502,950 00	15,245,780 00	441,900 00	441,900 00	441,900 00	10,026,607 49	9,359,366 53	8,978,166 53

Electric Railways, Capital Paid Up and Total Investment to 30th June, 1907.

Name of Railway.	Capital Subscribed.	Capital Paid up and Bonds Current.	Other Debts.	Rate of Interest.	Total cost of Railway and Rolling Stock.
Berlin and Waterloo	30,950 00	30,950 00	69,780 68	5%	102,189 09
Berlin and Bridgeport (Leased Line)	31,557 37	31,557 37	.....	.....	31,557 37
Brantford Street	200,000 00	325,000 00	.....	.....	355,396 40
Cornwall Street	200,000 00	200,000 00	2,311 50	.....	201,204 22
Galt, Preston and Hespeler	31,310 00	31,310 00	518,705 80	5%	529,954 97
Grand Valley	700,000 00	1,100,000 00	41,589 21	.....	1,141,589 21
Guelph Radial	131,000 00	126,000 00	.....	.....	108,000 00
Hamilton and Dundas	450,000 00	450,000 00	.....	.....	345,647 36
Hamilton, Grimsby and Beamsville	563,000 00	385,000 00	25,851 39	5%	326,790 00
Hamilton Radial	2,271,150 00	2,271,150 00	.....	.....	1,269,043 08
Hamilton Street	205,000 00	705,000 00	113,756 30	.....	711,534 08
International Transit Company	450,000 00	450,000 00	138,366 03	.....	318,804 15
Kingston, Portsmouth and Cataraqui	190,000 00	183,100 00	.....	5%	200,000 00
London Street	1,500,000 00	1,040,024 00	33,901 00	.....	1,078,197 36
Niagara Falls Park and River	1,200,000 00	1,200,000 00	.....	.....	1,153,563 97
Ottawa	1,498,200 00	1,498,200 00	190,000 00	4%	1,961,488 59
Peterborough Radial	150,000 00	150,000 00	26,315 74	5%	176,731 34
Port Arthur Street	167,000 00	167,000 00	.....	.....	187,106 68
Port Dalhousie, St. Catharines and Thorold	137,500 00	137,500 00	.....	.....	90,000 00
Sandwich, Windsor and Amherstburg	750,000 00	697,000 00	282,281 91	4½%	1,041,338 13
Sarnia	134,100 00	187,880 00	.....	5%	149,751 88
*South-Western Traction Company	1,131,500 00	1,105,226 00	.....	.....	.....
Tt. Thomas Street	50,000 00	50,000 00	.....	4½%	75,264 64
Toronto Street	11,613,373 33	11,598,913 33	500,235 15	.....	13,104,631 94
Toronto and Suburban	220,000 00	80,000 00	100,000 00	.....	132,113 38
Toronto and York Radial	3,000,000 00	3,000,000 00	887,093 49	.....	3,206,738 40
Woodstock, Thames Valley and Ingersoll	358,700 00	532,500 00	1,125 24	.....	343,382 33
Totals	27,364,340 70	27,733,310 70	2,931,313 44	.....	28,342,018 57

* Road not completed.

Electric Railways.

Gross and Net Earnings to 30th June, 1907.

—	Mileage.	Receipts from passenger traffic.	Receipts from freight traffic.	Receipts from mails and express freight.	Receipts from other sources.	Total gross earnings.	Total net earnings.	Proportion of working expenses to gross earnings.	Earnings per car. Mile.
		$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	
Berlin and Waterloo	3.12	31,127 07	.....	911 43	1,246 74	33,285 24	8,217 84	75.31	41.
Berlin and Bridgeport (leased line)	2.40	1,807 44	.....	.....	1,477 87	3,285 31	1,873 87	42.65	42.65
Brantford Street	7.00	26,191 16	.....	.....	5,102 94	31,294 10	6,743 97	25.88	25.88
Cornwall	6.50	16,815 75	7,245 33	.....	1,752 84	25,813 92	5,211 65	79.81	.....
*Galt, Preston and Hespeler	19.75	49,864 40	51,843 53	4,159 16	1,226 27	107,093 36	42,453 39	57.02	49.
Grand Valley	20.50	38,195 75	1,189 45	.....	1,679 07	41,064 27	9,367 75	77.18	23.60
Guelph Radial	6.00	25,906 43	1,513 33	.....	1,089 89	8,509 65	8,340 62	29.25	15.62
Hamilton and Dundas	7.25	35,845 07	2,568 36	108 91	3,399 89	41,922 23	19,497 21	53.49	46.30
Hamilton, Grimsby and Beamsville	23.00	57,942 37	18,190 71	7,692 97	1,430 70	85,256 75	24,094 99	71.73	.....
Hamilton Radial	24.75	96,452 32	5,683 18	860 32	3,369 12	106,364 94	38,916 25	63.41	28.21
Hamilton Street	22.	281,073 96	.....	.....	757 00	281,830 96	63,271 29	77.55	19.92
International Transit Co	3.30	43,441 68	.....	.....	302 06	43,743 74	10,439 55	76.13	15.26
Kingston, Portsmouth and Cataraqui	8.	28,746 87	588 76	.....	1,357 24	30,692 87	2,744 07	91.05	.....
London St. Ry	33.25	214,219 47	.....	1,256 25	3,378 24	218,853 96	45,757 33	79.09	15 29
Niagara Falls Park and River	11.75	143,921 34	4,717 58	480 71	6,201 04	155,320 67	68,396 33	55.90	41.48
Ottawa St. Ry	22.87	512,871 42	.....	8,030 00	23,550 48	544,451 90	198,798 22	63.49	.....
Peterborough Radial	6.00	32,587 18	.....	.....	1,010 28	33,597 46	5,934 26	82.34	.....
Port Arthur St.	9.	66,296 80	414 00	.....	2,470 49	69,181 29	24,414 53	64.70	33.40
Port Dalhousie, St. Catharines and Thorold	8.17	19,602 70	.....	.....	.....	19,602 70	6,561 11	33.48	.....
Sandwich, Windsor and Amherstburg	34.63	126,372 38	.....	2,793 34	6,351 67	135,517 39	67,565 77	52.25	24.06
Sarnia	8.00	26,669 65	3,915 26	890 00	5,444 63	36,919 54	5,739 88	54.21	.....
South-Western Traction Co	18.25	28,462 06	.....	594 95	132 00	29,189 01	642 30	.....	.....
St. Thomas St. Ry	7 50	19,423 38	.....	.....	639 76	20,063 14	1,759 54	75.48	15.48
Toronto St. Ry	51.05	3,254,853 70	.....	.....	16,339 27	3,271,192 97	1,576,160 23	51.81	.....
Toronto and Suburban	9.81	33,263 72	.....	.....	2,993 31	36,257 03	8,407 14	76 81	.....
Toronto and York Radial	50.44	209,647 82	28,146 99	2,000 00	1,590 96	241,385 77	80,412 92	66.68	24.66
Woodstock, Thames Valley and Ingersoll	11.50	25,025 03	.....	1,368 40	373 00	26,766 43	12,376 38	53.76	14.23
	425 79	5,646,626 92	126,016 48	31,146 44	143,666 76	5,748,456 60	2,344,098 39	1,630.46	476.04

* Includes lease line, Preston and Berlin.

Electrical Railways—Province of Ontario.

Abstract of Operating Expenses for Year Ending June 30th, 1907.

Name of Railway.	Mileage.	Maintenance of way and buildings.	Cost of motive power.	Maintenance of cars.	General operating expenses.	Total expenses.	Cost of operating train mile.
		$ c.	$ c.	$ c.	$ c.	$ c.	$ c.
Berlin & Waterloo	3.12	775 07	5,850 87	3,046 55	15,394 91	25,067 40	30
*Berlin & Bridgeport	2 40	.....	395 25	.....	1,016 19	1,411 44	49
Brantford Street	7.00	1,362 50	11,126 10	.....	12,061 53	24,550 13	.....
Galt, Preston & Hespeler	19.75	9,955 49	24,802 75	.....	29,881 73	64,639 97	25 10
Grand Valley	20.50	.....	13,463 05	.....	18,233 47	31,696 52	.....
Guelph Radial	6.00	1,576 65	4,307 35	2,827 74	11,457 29	20,169 03	11 05
Hamilton & Dundas	7.25	3,208 56	2,716 50	1,905 14	14,594 82	22,425 02	24 76
Hamilton, Grimsby & Beamsville	23.00	14,369 89	10,342 51	.....	43,005 93	67,718 83	21 95
Hamilton Radial	24.75	7,701 89	14,407 01	7,367 55	37,972 04	67,448 69	17 89
Hamilton Street	22.00	15,856 01	37,885 72	24,133 49	40,683 55	218,559 67	15 44
International Transport Co.	3.30	2,433 42	6,750 00	4,353 85	19,766 92	33,304 19	11 62
Kingston, Portsmouth & Cataraqui	8.00	2,495 88	.....	3,629 70	21,823 22	27,948 80	.....
London Street	33.25	19,668 79	32,914 83	28,501 82	92,011 19	173,096 63	12 36
Niagara Falls Park & River	11.75	15,733 00	9,000 60	7,545 07	54,645 67	86,924 34	23 21
Ottawa	22.87	38,091 03	34,178 31	41,580 87	31,803 47	345,653 68	.....
Peterborough Radial	6.00	2,249 38	1,625 00	4,166 45	19,622 42	27,663 20	.....
Port Arthur Street	9.00	11,229 16	4,106 66	9,862 23	19,568 71	44,766 76	.....
Port Dalhousie, St. Catharines & Thorold	8.17	1,751 66	620 36	2,425 30	8,244 27	13,041 59	10 52
Sandwich, Windsor & Amherstburg	34.63	10,294 50	21,004 39	4,189 47	37,938 26	73,426 62	.....
Sarnia	8.00	1,112 38	.....	3,042 11	27,025 17	31,179 66	.....
South-Western Traction Co	18 25	.....	.....	.....	29,831 31	29,831 31	.....
St. Thomas Street	7.50	1,038 82	3,159 50	12,953 28	1,152 00	18,303 60	.....
Toronto Street	51.05	101,783 76	317,104 19	278,803 30	997,341 49	1,695,032 74	.....
Toronto Suburban	9.81	2,751 44	9,297 77	2,500 30	13,300 38	27,849 89	13 22
Toronto & York Radial	50.44	23,221 66	35,454 07	17,728 51	84,568 61	160,972 85	16 44
Woodstock, Thames Valley & Ingersoll	11.50	814 92	6,415 48	.....	7,159 65	14,390 05	.....
*Cornwall Street	6.50	3,301 02	1,645 48	3,293 29	12,362 48	20,602 27	.....
Total	435 79	292,776 88	608,573 75	463,856 02	1,702,466 68	3,367,674 88	.....

* Leased.

COMPARATIVE STATEMENT

	Mileage.		Car Mileage.		Passengers
	1906.	1907.	1906.	1907.	1906.
Berlin and Waterloo	3.12	3.12	100,200	81,860	691,106
Leased—Berlin and Bridgeport	2.40	2.40	.....	.....	.....
Brantford Street	7.	7.	80,400	120,897	511,152
Cornwall Street	6.	6.50	188,493	207,840	314,657
Galt, Preston and Hespeler	9.	9.	216,924	216,922	597,865
Leased—Preston and Berlin	7.25	10.75	.....	.....	.....
Grand Valley	21.	21.	141,596	173,764	257,296
Guelph Radial	6.	6.	181,964	182,500	631,861
Hamilton and Dundas	7.25	7.25	93,413	90,550	395,845
Hamilton, Grimsby and Beamsville	22.	23.	288,276	278,625	454,128
Hamilton Radial	24.50	24.75	299,522	377,006	923,879
Hamilton Street	22.	22.	1,519,816	1,414,914	6,746,361
International Transit Co	3.30	3.30	291,476	286,696	1,022,014
Kingston, Portsmouth and Cataraqui	8.	8.	187,200	199,680	735,469
London Street	33.25	33.25	1,262,252	1,400,931	5,294,553
Niagara Falls, Park and River	11.75	11.75	382,651	374,417	1,403,318
Ottawa	22.87	22.87	2,810,020	3,009,280	10,741,808
Peterborough Radial	6.	6.	265,485	264,802	639,777
Port Arthur Street	9.	9.	208,389	207,209	1,079,250
Port Dalhousie, St. Catharines and Thorold	8.17	8.17	131,267	123,903	401,675
Sandwich, Windsor and Amherstburg	25.18	34.63	532,850	540,390	2,053,969
Sarnia	8.	8.	133,476	136,396	533,217
South Western Traction Co	18.	18.25	.....	143,148	12,878
St. Thomas Street	7.50	7.50	394,200	338,040	535,301
Toronto Street	48.65	51.05	13,485,150	14,328,942	71,944,316
Toronto Suburban	9.06	9.81	176,987	187,975	668,206
Toronto and York Radial	37.98	50.44	781,609	978,673	2,348,364
Woodstock, Thames Valley & Ingersoll	11.50	11.50	118,645	114,816	378,312
	405.73	436.29	24,272,261	25,590,113	111,316,577

Electric Railways.

Carried.	Tons Freight Carried.		Gross Earnings.		Net Earnings.	
1907.	1906.	1907.	1906.	1907.	1906.	1907.
733,864	.....	.....	30,370 78	33,285 24	5,340 86	8,217 84
.....	.....	.....	.....	3,285 31		*1,873 87
402,090	.....	.....	28,982 92	31,294 10	2,979 87	6,743 97
375,064	.....	.....	23,416 47	25,813 92	2,271 86	5,211 65
594,815	73,326	84,871	91,090 71	107,093 36	28,559 19	42,453 39
.....	.....	.....	.....	.....	.....	.....
219,038	.....	.....	42,161 54	41,064 27	5,169 99	9,367 75
616,046	12,585	12,600	30,032 90	28,509 65	9,412 33	8,340 62
407,880	1,600	1,650	41,612 59	41,922 23	22,497 09	19,497 21
432,997	7,285	21,160	80,551 51	85,256 75	21,015 92	24,094 99
941,767	3,720	3,600	91,880 12	106,364 94	42,672 24	38,916 25
7,201,908	.....	.....	266,661 53	281,830 96	98,343 16	63,271 29
1,076,417	.....	.....	42,024 37	43,743 74	9,051 84	10,439 55
847,559	.....	.....	27,554 98	30,692 87	2,660 04	2,744 07
6,422,807	1,776	.....	198,861 44	218,853 96	52,434 23	45,757 33
1,414,021	68,625	.....	154,322 70	155,320 67	69,360 96	68,396 33
12,048,531	.....	.....	490,637 67	544,451 90	210,416 04	198,798 22
722,497	.....	.....	29,700 84	33,597 46	5,723 32	5,934 26
1,442,991	.....	.....	51,984 44	69,181 29	19,682 62	24,414 53
392,554	.....	.....	20,805 39	19,602 70	9,240 63	6,561 11
2,607,122	.....	.....	121,999 91	135,517 39	55,241 35	67,565 77
621,678	.....	.....	36,653 75	36,919 54	6,118 92	5,739 88
172,199	.....	.....	Not Open.	29,189 01	Not Open.	642 30
551,280	.....	.....	18,795 83	20,063 14	2,535 98	1,759 54
81,290,847	.....	.....	2,915,412 19	3,271,192 97	1,338,644 51	1,576,160 23
774,366	.....	.....	30,807 92	36,257 03	3,836 51	8,407 14
2,708,782	12,900	.....	191,881 89	241,385 77	74,277 29	00,412 92
397,937	.....	.....	21,824 13	26,766 43	9,976 39	12,376 38
125,417,057	181,217	123,881	5,080,028 52	5,698,456 60	2,107,463 14	2,344,098 39

* 3 months in separate operation.

Electric Railways.

Abstract of the operation and mileage for year ending June 30th, 1907.

Name of Electric Railway.	Mileage.	Car Mileage.			Passengers carried.	Tons of freight carried.	Average speed of passenger per hour.
		Passenger cars.	Freight cars.	Total mileage.			
Berlin and Waterloo	3.12	81,800		81,800	733,864		7
Berlin and Bridgeport (leased line)	2.40						
Brantford Street	7.00	120,867		120,867	402,090		
Cornwall Street	6.50	194,012	13,828	207,840	375,064		12
Galt, Preston and Hespeler	19.75	199,540	17,452	216,992	594,815	84,871	10
Grand Valley	20.50	173,564		173,564	219,038		15
Guelph Radial	6.00	180,000	2,500	182,500	616,046	12,600	
Hamilton and Dundas	7.25	90,550		90,550	407,880	1,650	14
Hamilton, Grimsby and Beamsville	23.00	250,725	27 900	278,625	432,997	21,160	15
Hamilton Radial	24.75	377,006		377,006	941,767	3,600	15
Hamilton Street	22.00	1,414,941		1,414,941	7,201,908		12
International Transit Co.	3.30	286,696		286,696	1,076,417		8
Kingston, Portsmouth and Cataraqui	8.00	199,680		199,680	847,559		9
London Street	33.25	1,400,931		1,400,931	6,420,807		9
Niagara Falls, Park and River	11 75	371,648	2,769	374,417	1,414,021		7
Ottawa	22.87	3,009,280		3,009,280	12,048,531		8
Peterborough Radial	6.00	264,802		261,802	722,497		8
Port Arthur Street	9.00	207,209		207,209	1,442,991		15
Port Dalhousie, St. Catharines and Thorold	8.17	123,903		123,903	392,554		8
Sandwich, Windsor and Amherstburg	34.63	520,390		520,390	2,607,122		12
Sarnia	8.00	136,396		136,396	621,678		8
South Western Traction Co.	18.25	143,148		143,148	172,199		26
St. Thomas Street	7.50	338,040		338,040	551,280		11
Toronto Street	51.05	14,328,942		14,328,942	281,290,847		
Toronto and Suburban	9.81	187,975		187,975	774,366		9
Toronto and York Radial	50.44	913,710	64,963	978,673	2,708,782		20
Woodstock, Thames Valley and Ingersoll	11.50	114,816		114,816	397,937		15
	435.79	25,630,571	129,412	25,759,983	325,415,057	123,881	273

Public Utilities.

This part of the Board's report is intended to throw light upon the operation of public utilities under municipal ownership or control. To facilitate the collection of the essential facts relating to the operation of gas plants, electric light plants, waterworks and telephone plants, blank forms were prepared with much care by the Board, containing a number of questions, the answers to which the municipalities were expected to furnish. The facts sought to be brought out by these questions cover a wide area of information, which if supplied would be valuable to the public and to the Board. These forms will be revised and added to from year to year when it is found that they fail to elicit all the facts desired. The answers furnished by the municipalities to the questions asked are more or less inadequate and incomplete. In the case of cities and other large municipalities, where municipal organization is well advanced, the greater part of the information asked for has been given. In some of the smaller municipalities, however, the books and records have not been kept in such a manner as to enable the municipal officials to supply the Board with the data required. In some instances municipalities operating more than one public utility have not kept separate accounts of each but have bulked the income and expenditure, and are thus unable to ascertain the cost to the municipalities of operating each of these utilities. In some instances the information furnished is of the baldest and most meagre character.

Under section 57 of the Ontario Railway and Municipal Board Act, it is provided that the Ontario Railway and Municipal Board shall superintend the system of bookkeeping and of keeping accounts of the assets, liabilities, revenue and expenditure of all public utilities operated under the control of municipal corporations, and may require from such municipal corporations or commissions such returns and statements as the Board may think proper While the board is thus charged with the supervision of the accounting of public utilities operated by municipalities, the Board does not appear armed with authority to instal in the municipalities a uniform system of accounting and a common system of recording the various statistics relating to public utilities. The possession of full and accurate data is of first importance to the tax payer, in order that he may know that those whom he intrusts with carrying on the public utilities are doing the work with economy and efficiency. It is important to the Councils or Commissions operating such utilities, in order that they may hold the balance evenly between the ratepayers as proprietors of the works, and the ratepayers as consumers, and it is of first importance to this Board, as upon them is thrown the responsibility of the approval and confirmation of by-laws relating to debentures for the creation of debts for the purpose of extending public utilities.

The Board recommend that it be given authority to provide an adequate and uniform system of record and account keeping so that the Board may be able to carry out the provisions of section 57 of the Ontario Railway and Municipal Board Act. The sources of this report are the data supplied by the various municipalities. The meagreness of the data furnished by the Board in some respects must be charged to the inadequacy of the information supplied by some of the municipalities.

The statements herewith submitted show the results of waterworks plants, electric light and power plants, gas plants and telephone systems operated by various municipalities.

It will be noticed that in a number of cases these utilities are being operated at a loss. In a great many cases depreciation is not taken into account in ascertaining the cost of production. Depreciation is obviously an element of cost just as real as wages or fuel, and a proper method of dealing with this factor in the cost of production by a municipality would be to charge annually against the revenue of each utility a certain percentage of the total sum invested in such utility, thus creating a fund which at the expiration of a given time would yield a sum adequate to restore the plant to the standard of a new plant.

In the United States while depreciation is generally taken into account in computing cost of production, no set rule is followed in the percentage written off plants each year, and an examination of the reports of a large number of public utilities shows a wide divergence between the minimum and maximum percentage written off. The following table shows the variation in the United States in the amounts written off by different municipalities in respect to different public utilities:

	Min.	Max.	Gen. Rate.
Waterworks Plants	.25	10%	3%
Electric Light Plants:			
Buildings	1.33	10%	3%
Steam and Water Power	2%	10%	7%
Distributing Plant	2%	10%	7%
Electric Plant	2%	10%	7%
Gas Plants:			
Buildings	1%	10%	3%
Manufacturing Equipment	2%	10%	7%
On Distributing Systems and Meters	1.27%	10%	7%

There is another element in the cost of production a theoretic element which the municipalities generally lose sight of, that is the loss of taxes, which arises as a consequence of the operation by the municipality of a public utility. It being obvious that plants operated by municipal corporations take the place of so much property which would be subject to assessment if operated by private individuals or companies, thus decreasing the area of property subject to taxation.

Water Works, Municipality of Arnprior.

Plant installed, 1901.
Gravity or pumping system. Pumping.
Number of gallons pumped per year 65,700,000.
Total daily capacity of pumps, ——.
Average daily consumption, 180,000 gallons.
Cost of production for 1,000 gallons, .0572.
Population of municipality, 4,264.

Capital Expenditure.

Land	$ 840 00
Reservoirs	6,350 00
Cost of mains, Cost of service pipes, Cost of hydrants	33,945 00
Cost of real estate and buildings	3,989 00
Pumping equipment	11,133 00
Other assets	14,237 00
Total assets	80,494 00
Debentures or bonds current	52,710 59
Bank over draft	.....
Municipal over draft	.....
Total liabilities	52,710 59

Gross earnings: From sale of water, By meter, By contract, From sale of meters, From other sources	3,841 00
Total income	3,841 00
Less operating expenses	6,130 00
Deficiency for year	2,289 00
Operating expenses:	
Salaries of officers, superintendents, clerks, etc	1,050 00
Office supplies and expenses	15 00
Insurance	30 00
Legal expenses and damages	.....
Other expenses	.....
Wages	365 00
Supplies—Fuel	1,460 00
Pumping station supplies	2,000 00
Filtration supplies	3 00
Other supplies	295 00
	3,758 00
For repairs and renewals	.....
Interest on bonds or loans, 52,710 00—4½	2,372 00
Total cost of production	6,130 00

Water Works, Municipality of Aylmer.

Plant installed, 1899-1901.
Gravity or pumping system. Gravity.
Number of gallons pumped per year. No record.
Total daily capacity of pumps. No record.
Average daily consumption. No record.
Cost of production for 1,000 gallons. No record.
Population of municipality, 2,500.

Capital Expenditure.

Reservoirs, Cost of mains, Cost of service pipes, Cost of hydrants, Cost of real estate and buildings, Other assets	66,022 00
Total assets	66,022 00
Debentures on bonds current	33,337 18
Bank over draft	.....
Municipal over draft	9,000 00
Total liabilities	42,337 18

Gross earnings: From sale of water, By meter, By contract, From sale of meters, From permits tapping mains, From other sources	2,172 00
Total income	2,172 00
Less operating expenses	.....
Surplus or deficiency for year	.....
Operating expenses: Salaries of officers, superintendents, clerks, etc., Office supplies and expenses, Insurance, Legal expenses and damages, Other expenses, Wages, Supplies—Fuel, Pumping station supplies, Filtration supplies, Other supplies, For repairs and renewals, Interest on bonds or loans, Total cost of production	Maintenance charged to electric lighting.

Water Works, Municipality of Barrie.

Plant installed, 1898.

Gravity or pumping system. Pumping.

Number of gallons pumped per year, 66,913,400.

Total daily capacity of pumps, 200,000.

Average daily consumption, 183,325.

Cost of production for 1,000 gallons, 13½ cents.

Population of municipality, 7,000.

Capital Expenditure.

Reservoirs, Cost of Mains, Cost of service pipes, Cost of hydrants, Cost of real estate and buildings, Other assets	125,250 39	
Total assets		125,250 39
Debentures or bonds current	97,223 84	
Bank over draft	5,287 50	
Other debts	65 60	
Municipal over draft	102,576 94	
Total liabilities		

Gross earnings:		
From sale of water, By meter, By contract	3,345 00	
From sale of meters		
From permits tapping mains	7,736 72	
From other sources	54 86	
Total income		11,136 58
Less operating expenses		6,650 85
Surplus for year		4,485 73
Operating expenses:		
Salaries of officers, superintendents, clerks, etc		
Office supplies and expenses	352 48	
Insurance	50 00	
Legal expenses and damages	.....	
Other expenses	164 12	
Wages	1,569 00	
Supplies—Fuel	947 84	
Pumping station supplies	.....	
Filtration supplies	.....	
Other supplies	.....	
For repairs and renewals	.....	
		3,083 44
Interest on bonds or loans	3,567 41	
Total cost of production		6,650 85

Water Works, Municipality of Beamsville.

Plant installed, 1895.

Gravity or pumping system., Gravity.

Number of gallons pumped per year, 4,000,000.

Total daily capacity of pumps, ——

Average daily consumption, 13,500 gallons..

Cost of production for 1,000 gal., 26 cents...

Population of municipality, 900.

Capital Expenditure.

Reservoirs	$	
Cost of mains	8,470 00	
Cost of wells	1,800 00	
Cost of service pipes	.....	
Cost of hydrants and meters	780 00	
Construction for storage	3,500 00	
Cost of real estate and buildings	125 00	
Other assets	325 00	
Total assets		15,000 00
Debentures or bonds current	11,690 00	
Bank over draft	.....	
Municipal over draft	.....	
Total liabilities		.....

Gross earnings:		
From sale of water	.....	
By meter	.....	
By contract	.....	
From sale of meters	400 00	
From permits tapping mains	.....	
From other sources	.....	
Total income		.....
Less operating expenses		.....
Deficiency for year		325 00
Operating expenses:		
Salaries of officers, superintendents, clerks, etc		.....
Office supplies and expenses		.....
Insurance	150 00	
Legal expenses and damages	.....	
Other expenses	.....	
Wages	.....	
Supplies—Fuel	.....	
Pumping station supplies	.....	
Filtration supplies	.....	
Other supplies	.....	
For repair and renewals	.....	
Interest on bonds or loans	575 00	
Total cost of production		725 00

Water Works, Municipality of Berlin.

Plant installed, 1888; acquired, 1898.
Gravity or pumping system. Pumping.
Number of gallons pumped per year, 263,-189,500.
Total daily capacity of pumps, 2,000,000.
Average daily consumption, 753,362 gallons.
Cost of production for 1,000 gallons, .0494
Population of municipality, 12,151.

Capital Expenditure.

Reservoirs	No record	
Cost of mains	Plant purchased for lump sum	.....
Cost of service pipes		
Cost of hydrants		
Cost of real estate and buildings		189,655 92
Less depreciation		16,257 00
Other assets		.....
Total assets		173,398 92
Debentures or bonds current		100,150 28
Bank over draft		3,285 60
Municipal over draft		.....
Total liabilities		103,435 88

Gross earnings:		
From sale of water		
By meter	14,765 87	
By contract	3,863 45	
From rent of meters	1,218 88	
From rent of hydrants	5,565 00	
From other sources	4,053 91	
Total income		29,467 11
Less operating expenses		8,888 13
Surplus for year		20,578 98

Operating expenses:		
Salaries of officers, superintendents, clerks, etc		3,280 00
Office supplies and expenses		386 33
Insurance		50 00
Legal expenses and damages		.....
Other expenses		182 96
Wages		.....
Supplies—Fuel		3,970 50
Pumping station supplies		279 35
Filtration supplies		.....
Other supplies		350 10
For repairs and renewals		388 89
		8,888 13
Interest on bonds or loans and sinking fund		6,840 09
Total cost of production		15,728 12

Water Works, Municipality of Bracebridge.

Plant installed, 1894-1895.
Gravity or pumping system. Gravity and pumping.
Number of gallons pumped per year, 20,000,-000 gallons.
Total daily capacity of pumps. No record.
Average daily consumption. No record.
Cost of production for 1,000 gallons, .1178
Population of municipality, 3,000.

Capital Expenditure.

Reservoirs	No separate records kept.	46,000 00
Cost of mains		
Cost of service pipes.		
Cost of hydrants		
Cost of real estate and buildings		
Other assets		
Total assets		
Debentures on bonds current		28,706 80
Bank over draft		.....
Municipal ouer draft		.....
Total liabilities		28,706 80

Gross earnings:		
From sale of water		3,141 30
From sale of meters		1,175 00
From permits tapping mains		
From other sources		
Total income		4,316 30
Less operating expenses		2,356 93
Surplus for year		1,959 37

Operating expenses:		
Salaries of officers, superintendents, clerks, etc		504 13
Office supplies and expenses		59 30
Insurance		18 00
Legal expenses and damages		.....
Other expenses		26 50
Wages		607 93
Supplies—Fuel		.....
Pumping station supplies		.....
Filtration supplies		.....
Other supplies		.....
		.....
For repairs and renewals		298 43
Interest on bonds or loans		1,450 57
Total cost of production		2,356 93

Water Works, Municipality of Brampton.

Plant installed, 1881.

Gravity or pumping station. Gravity.

Number of gallons pumped per year. No record.

Total daily capacity of pumps. No record.

Average daily consumption. No record.

Cost of production for 1,000 gallons. No record.

Population of municipality, 3,103.

Capital Expenditure.

Reservoirs		
Cost of mains		
Cost of service pipes	No data	
Cost of hydrants	available,	$100,000 00
Cost of real estate about		
and buildings		
Other assets		
Total assets		100,000 00

Debentures or bonds current	.....
Bank over draft	.....
Municipal over draft	.....
Total liabilities	.....

Gross earnings:		
From sale of water		
By meter		
By contract		4,467 10
From sale of meters		
From permits tapping mains.		
From other sources		
Less operating expenses		948 30
Surplus for year		3,518 80
Operating expenses:		
Salaries of officers, superintendents, clerks, etc		.....
Office supplies and expenses		.....
Insurance		.....
Legal expenses and damages		.....
Other expenses		.....
Wages		.....
		.....
Supplies—Fuel		.....
Pumping station supplies		.....
Filtration supplies		.....
Other supplies		.....
		.....
For repairs and renewals		.....
Interest on bonds or loans		.....
Total cost of production		.....

Water Works, Municipality of Brantford.

Plant installed, 1889.

Gravity or pumping system. Pumping.

Number of gallons pumped per year, 731,-971,200.

Total daily capacity of pumps, 9,000,000.

Average daily consumption, 2,000,000.

Cost of production for 1,000 gallons,

Population of municipality, 20,000.

Capital expenditure.

Reservoirs		
Cost of mains	No separate records.	416,363 31
Cost of service pipes.		
Cost of Hydrants		
Cost of real estate and buildings		.....
Other assets		.....
Total assets		.....

Debentures or bonds current	405,000 00
Bank over draft	7,348 13
Due city on profits account	15 18
Total liabilities	412,363 31

Gross earnings:		
From sale of water	8,018 68	
By meter	.....	
By contracts	17,167 31	
From sale of meters	.....	
From permits tapping mains	457 31	
From other sources:		
City watering	15,677 67	
Rentals	805 25	
Total income		42,126 22
Less operating expenses		29,081 28
Surplus for year		13,044 94
Operating expenses:		
Salaries of officers, superintendents, clerks, etc	5,889 15	
Office supplies and expenses	270 00	
Insurance	236 00	
Legal expenses and damages	.....	
Other expenses	906 60	
Wages	4,996 40	
		12,298 15
Supplies:		
Fuel	296 50	
Pumping station supplies	.....	
Filtration supplies	.....	
Other supplies	536 63	
		833 13
For repairs and renewals	13,131 28	
Interest on bonds or loans	15,950 00	
Total cost of production		29,081 28

Water Works, Municipality of Bridgeburg.

Plant installed, 1903.
Gravity or pumping system. Pumping.
Number of gallons pumped per year. No record.
Total daily capacity of pumps. No record.
Average daily consumption. No record.
Cost of production for 1,000 gallons .022.
Population of municipality, 1,500.

Capital Expenditure.

Reservoirs, stand pipe lot	4,898 47
Cost of mains, extensions	18,342 73
Cost of service pipes	6,050 93
Cost of hydrants	1,427 13
Cost of real estate and buildings	5,096 29
Engine and pumps	5,042 21
Other assets	5,401 17
Total assets	46,258 93
Debentures or bonds current	24,000 00
Bank over draft	.....
Municipal over draft	.....
Total liabilities	2,400 00

Gross earnings:	
From sale of water	.....
By meter	.....
By contract	.....
From sale of meters	1,500 00
From permits tapping mains	.....
From other sources	1,421 95
Total income	2,921 95
Less operating expenses	2,046 86
Surplus for year	875 09

Operating expenses:	
Salaries of officers, superintendents, clerks, etc	.....
Office supplies and expenses	.....
Insurance	.....
Legal expenses and damages	.....
Other expenses	.....
Wages	900 00
	900 00
Supplies:	
Fuel	496 86
Pumping station supplies	.....
Filtration supplies	.....
Other supplies	50 00
	546 86
For repairs and renewals / Interest on bonds or loans	600 00
Total cost of production	2,046 86

Water Works, Municipality of Brockville.

Plant installed, 1882. Taken over by Municipality, 1895.
Gravity or pumping system. Pumping.
Number of gallons pumped per year, 807,504,902 in 1906.
Total daily capacity of pumps, 2,500,000.
Average daily consumption, 2,204,000.
Cost of production for 1,000 gallons, .0325 per.
Population of municipality, 9,500.

Capital Expenditure.

To 31st Oct., 1905	$252,393 31
Cost of mains	307 67
Cost of service pipes	.....
Cost of hydrants	.....
Cost of real estate and buildings	3,820 00
Other assets	7,607 60
Total assets	264,731 07
Debentures on bonds current	167,681 24
Bank overdraft	.....
Municipal overdraft	.....
Total liabilities	167,681 24
Sinking fund	54,036 42
	113,644 82
Gross earnings:	
From sale of water—	
By meter	152 92
By contract	27,652 41
From sale of meters	.....
From permits tapping mains	.....
From other sources	3,515 06
Total income	31,320 39
Less operating expenses	30,806 00
Surplus for year	514 39

Operating expenses:	
Salaries of officers, superintendents, clerks, etc	1,350 08
Office supplies and expenses	594 22
Insurance	15 25
Legal expenses and damages	.....
Other expenses	1,200 06
Wages	3,622 32
	6,781 93
Supplies—Fuel	4,170 86
Pumping station supplies	813 16
Filtration supplies	.....
Other supplies	.....
	4,984 02
For repairs and renewals	2,197 55
Interest on bonds or loans	9,339 56
	11,537 11
Fixed charges	7,502 94
Total cost of production	30,806 00

Water Works, Municipality of Collingwood.

Plant installed, 1890.
Gravity or pumping system. Pumping.
Number of gallons pumped per year, 235,956,700.
Total daily capacity of pumps, 2,500,000 gallons.
Average daily consumption, 681,904 gallons.
Cost of production for 1,000 gallons, .0447.
Population of municipality, 7,412.

Capital Expenditure.

Reservoirs	No records.	101,479 85
Cost of mains		
Cost of service pipes		
Cost of hydrants		
Cost of real estate and buildings		
Other assets		
Total assets		101,479 85
Debentures or bonds current		53,193 66
Bank over draft		.....
Municipal over draft		.....
Total liabilities		.....

Gross earnings :		
From sale of water—		
By meter		8,303 74
By contract		.....
From rent of hydrants		3,440 00
From permits tapping mains		.....
From other sources		550 00
Total income		12,293 74
Less operating expenses		10,542 11
Surplus for year		1,751 63

Operating expenses :		
Salaries of officers, superintendents, clerks, etc.		840 00
Office supplies and expenses		200 00
Insurance		274 50
Legal expenses and damages		.....
Other expenses		25 00
Wages		1,205 00
		2,143 24
Supplies—Fuel		331 20
Pumping station supplies		.....
Filtration supplies		.....
Other supplies		163 30
		5,182 24
For repairs and renewals		.....
Interest and debenture paid		5,359 87
Total cost of production		10,542 11

Water Works, Municipality of Cornwall.

Plant installed 1886 by private company, acquired by town in 1896.
Gravity or pumping system. Pumping.
Number of gallons pumped per year, no record.
Total daily capacity of pumps, 2,000,000 gallons.
Average daily consumption, no record.
Cost of production for 1,000 gallons, can't give it.
Population of municipality, 6,300.

Capital Expenditure.

Reservoirs	139,746 58	
Cost of mains		
Cost of service pipes		
Cost of hydrants		
Cost of real estate and buildings		
Other assets		
Total assets		139,746 58
Debentures or bonds current		118,823 56
Bank over draft		.....
Municipal over draft		.....
Total liabilities		118,823 56

Gross earnings :		
From sale of water—		
By meter		12,182 52
By contract		185 00
From sale of meters		.....
From permits tapping mains		.....
From other sources		.....
Total income		13,367 52
Less operating expenses		4,518 05
Surplus for year		8,849 47
Less int. on debentures		4,416 10
		4,433 37

Operating expenses :		
Salaries of officers, superintendents, clerks, etc.		2,280 00
Office supplies and expenses		42 19
Insurance		80 00
Legal expenses and damages		.....
Other expenses		.....
Wages		303 36
		2,705 55
Supplies—Fuel		433 67
Pumping station supplies		293 69
Filtration supplies		.....
Other supplies		604 84
		1,332 20
For repairs and renewals		480 30
		4,518 05
Interest on bonds or loans		4,416 10
Total cost of production		8,934 15

Water Works, Municipality of Creemore.

Plant installed, 1905.
Gravity or pumping system. Gravity.
Number of gallons pumped per year, no record.
Total daily capacity of pumps, none.
Average daily consumption, no record.
Cost of production for 1,000 gallons, no record.
Population of municipality, 675.

Capital Expenditure.

Reservoirs		
Cost of mains		
Cost of service pipes	22,000 00	
Cost of hydrants		
Cost of real estate and buildings		
Other assets		
Total assets	22,000 00	
Debentures or bonds current	.....	
Bank over draft	.....	
Municipal over draft	.....	
Total liabilities	22,000 00	

Gross earnings:	
From sale of water—	
By meter	.....
By contract	545 51
From sale of meters	.....
From permits tapping mains	.....
From other sources	.....
Total income	545 51
Less operating expenses	.....
Surplus or deficiency for year	.....
Operating expenses:	
Salaries of officers, superintendents, clerks, etc	.....
Office supplies and expenses	25 00
Insurance	.....
Legal expenses and damages	.....
Other expenses	.....
Wages	.....
	.....
Supplies—Fuel	.....
Pumping station supplies	.....
Filtration supplies	.....
Other supplies	.....
	.....
For repairs and renewals	.....
Interest on bonds or loans	*1,308 36
Total cost of production	1,333 36
Deficiency	787 85

* Includes $407.37 principal.

Water Works, Municipality of Dundas.

Plant installed, 1884.
Gravity or pumping system. Gravity.
Number of gallons pumped per year.
Total daily capacity of pumps.
Average daily consumption, 13,920 gallons.
Cost of production for 1,000 gallons.
Population of municipality, 3,696.

Capital Expenditure.

Reservoirs	5,300 00	
Cost of mains	40,000 00	
Cost of service pipes	.....	
Cost of hydrants	2,100 00	
Cost of real estate and buildings	1,884 77	
Other assets	6,724 15	
Total assets	56,008 92	
Debentures on bonds current	47,132 55	
Bank over draft	.....	
Sinking Fund	24,890 51	
Municipal over draft	.....	
Total liabilities	22,242 04	

Gross earnings:	
From sale of water—	
By meter	867 39
By contract	937 57
From sale of meters	.....
From permits tapping mains	.....
From other sources	112 20
Total income	1,917 16
Less operating expenses	6,385 86
Deficiency for year	4,468 70
Operating expenses:	
Salaries of officers, superintendent, clerks, etc	316 00
Office supplies and expenses	.....
Insurance	.....
Legal expenses and damages	.....
Other expenses	1,579 71
Wages	755 76
	2,651 47
Supplies—Fuel	.....
Pumping station supplies	.....
Filtration supplies	58 90
Other supplies	.....
	58 90
For repairs and renewals	1,519 57
Interest on bonds or loans	2,155 92
Total cost of production	3,675 49
	6,385 86

Water Works, Municipality of Dunnville.

Plant installed, 1891.

Gravity or pumping system. Pumping.

Number of gallons pumped per year, no record.

Total daily capacity of pumps, 2,500,000 gallons.

Average daily consumption, no record; no meters.

Cost of production per 1,000 gallons. No record.

Population of municipality. 2,700,

Capital Expenditure.

Reservoirs	No details available	22,148 43
Cost of mains		
Cost of service pipes.		
Cost of hydrants		
Cost of real estate and buildings		
Other assets		.....
Total assets		22,148 43
Debentures or bonds current		8,615 70
Bank over draft		.....
Municipal over draft		.....
Total liabi ities		8,615 70

Gross earnings:	
From sale of water—	
By meter / By contract	2,504 50
From sale of meters	.....
From other sources	.....
Total income	2,564 50
Less operating expenses	2,686 89
Deficiency for year	182 39
Operating expenses:	
Salaries of officers, superintendents, clerks, etc	150 00
Office supplies and expenses	.....
Insurance	62 00
Legal expenses and damages	.....
Other expenses	55 00
Wages	550 00
	817 00
Supplies—Fuel	549 00
Pumping station supplies	119 67
Filtration supplies	52 32
	720 99
Other supplies	39 95
For repairs and renewals	.....
Interest on bonds or loans	1,108 95
Total cost of production	2,686 89

Water Works, Municipality of Essex.

Plant installed, 1891

Gravity or pumping system, Pumping.

Number of gallons pumped per year, 23,652,000.

Total daily capacity of pumps, 64,800 gallons.

Average daily consumption, 64,800.

Cost of production for 1,000 gallons, .14.5 cents.

Population of municipality, 1,300.

Capital Expenditure.

Reservoirs	3,600 00
Cost of mains and hydrants	15,000 00
Cost of service pipes	.....
Cost of hydrants	.....
Cost of real estate and buildings.	3,000 00
Other assets	.....
Total assets	21,600 00
Debentures or bonds current	22,524 97
Bank over draft	.....
Municipal over draft	.....
Total liabilities	22,524 97

Gross earnings:	
From sale of water	2,104 16
By meter	.....
By contract	.....
From sale of meters	.....
From permits tapping mains	.....
From other sources	.....
Total income	2,104 14
Less operating expenses	3,438 56
Deficiency for year	1,334 42
Operating expenses:	
Salaries of officers, superintendents, clerks, etc	490 00
Offices supplies and expenses	60 00
Insurance	.....
Legal expenses and damages	171 43
Other expenses	.....
Wages	.....
	721 43
Supplies—Fuel	1,190 88
Pumping station supplies	199 03
Filtration supplies	.....
Other supplies	143 75
For repairs and renewals	.....
Interest on bonds or loans	1,183 47
Total cost of production	3,438 56

Water Works, Municipality of Fort Frances.

Plant installed. In process of installation.

Gravity or pumping system. Pumping.

Number of gallons pumped per year. Not operating.

Total daily capacity of pumps. No record yet.

Average daily consumption. No record yet.

Cost of production for 1,000 gallons. No record yet.

Population of municipality, 1,650.

Capital Expenditure.

Reservoirs		
Cost of mains		
Cost of service pipes		44,000 00
Cost of hydrants		
Cost of real estate and buildings		
Other assets		.....
Total assets		44,000 00
Debentures or bonds current		43,500 00

Gross earnings: Not yet operating.

Water Works, Municipality of Fort William.

Plant installed, 1898.
Gravity or pumping system. Pumping.
Number of gallons pumped per year, 291,270,000.
Total daily capacity of pumps, 1,008,000.
Average daily consumption, 798,000.
Cost of production for 1,000 gallons, 7.47.
Population of municipality, 14,000.

Capital Expenditure.

Reservoirs, waterworks plant		112,958 92
Crescent Lake investme t		36,800 20
Lock Lomond water supply		114,795 31
		264,554 43
Other assets		884 12
Fuel account		165 00
Cash		165 92
Due by water consumers		4,358 32
		5,573 36
Total assets		270,127 79
Debentures or bonds current		112,717 76
" Crescent Lake		125,000 00
Bank over draft		30,795 57
Municipal over draft		2,256 12
Total liabilities		270,769 45
Less sinking fund		12,314 47
		258,454 98

Gross earnings:

From sale of water—		
By meter, general consumers		18,423 97
By contract		2,000 00
From sale of meters		.....
From permits tapping mains and miscellaneous		1,107 99
		21,431 96
From other sources (less disc'ts)		3,651 96
Total income		17,880 00
Less operating expenses		18,113 50
Deficiency for year		233 50

Operating expenses:

Salaries of officers, superintendents, clerks, etc	.....
Office supplies and expenses	.....
Insurance	.....
Street mains and connections	1,750 41
Legal expenses and damages	.....
Other expenses	290 29
Wages	.....
Supplies—Fuel	5,152 71
Pumping station supplies	.....
Special water delivery	4,000 00
Filtration supplies	.....
Other supplies	.....
For repairs and renewals	.....
Interest on bonds or loans	6,920 09
Total cost of production	18,113 50

Water Works, Municipality of Galt.

Plant installed 1891.

Gravity or pumping system. Pumping.

Number of gallons pumped per year, 263,084,000.

Total daily capacity of pumps, 667,930.

Average daily consumption, 860,200.

Cost of production for 1,000 gallons, 5,048.

Population of municipality, 8,602.

Capital Expenditure.

Reservoirs, pump well, and stand pipe	10,000 00
Cost of mains	.....
Cost of service pipes (3)	148,425 06
Cost of hydrants	4,256 00
Cost of real estate and buildings	15,354 00
Other assets	11,800 00
Total assets	189,835 06
Debentures or bonds current	172,940 31
Bank over draft	3,386 28
Municipal over draft	.....
Total liabilities	176,326 59
Less sinking fund	56,161 67
Total	120,164 92

Gross earnings:		
From sale of water—		
By meter and flat rates		10,419 41
By contract		500 00
From rent hydrants		5,500 00
From other sources		3,926 49
Total income		20,345 90
Less operating expenses		18,780 63
Surplus for year		1,565 27
Operating expenses:		
Salaries of officers, superintendents, clerks, etc		1,424 92
Office supplies and expenses		159 61
Insurance		117 70
Legal expenses and damages		.....
Other expenses		174 67
Wages		789 65
		2,666 55
Supplies—Fuel		2,922 60
Pumping station supplies		484 57
Filtration supplies		.....
Other supplies		94 63
		3,501 80
For repairs and renewals		241 84
Interest on bonds or loans, 6,374 91		5,417 23
Sinking fund debenture		578 30
Total cost of production		18,780 63

Water Works, Municipality of Georgetown.

Plant installed, 1891.

Gravity or pumping system. Gravity.

Number of gallons pumped per year. No record.

Total daily capacity of pumps. No record.

Average daily consumption. No. record.

Cost of production for 1,000 gallons.

Population of municipality, 1,512.

Capital Expenditure.

Reservoirs, Cost of mains, Cost of service pipes, Cost of hydrants, Cost of real estate and buildings, Other assets	No records kept.	40,000 00
Total assets		40,000 00
Debentures or bonds current		37,100 00
Bank over draft		.....
Municipal over draft		.....
Total liabilities		.....

Gross earnings:		
From sale of water		2,113 62
By meter		.....
By contract		.....
From sale of meters		.....
From permits tapping mains		.....
From other sources		.....
Total income		2,113 62
Less operating expenses		2,224 20
Deficiency for year		110 58
Operating expenses:		
Salaries of officers, superintendents, clerks etc		.....
Office supplies and expenses		.....
Insurance		.....
Legal expenses and damages		.....
Other expenses		.....
Wages		334 20
Supplies—Fuel		.....
Pumping station supplies		.....
Filtration supplies		.....
Other supplies		.....
For repairs and renewals		.....
Interest on bonds or loans		1,890 00
Total cost of production		2,224 20

Water Works, Municipality of Hamilton.

Plant installed, 1857.

Gravity or pumping system. Pumping.

Number of gallons pumped per year, 2,259,657,670.

Total daily capacity of pumps, 13,000,000.

Average daily consumption, 6,190,843.

Cost of production of 1,000 gallons, .04365.

Population of municipality, 65,000.

Capital Expenditure.

Reservoirs, Cost of mains, Cost of service pipes, Cost of hydrants	2,357,125 00	
Cost of real estate and buildings		
Other assets		
Total assets		
Debentures or bonds current	1,163,224 32	
Debenture Sinking Fund	220,236 00	
Municipal overdraft	942,988 32	
Total liabilities	942,988 32	

Gross earnings: From sale of water, By meter, By contract, From sale of meters, From permits tapping mains, From other sources	211,873 67	
Total income		211 873 67
Less operating expenses		98,643 82
Surplus for year		113,229 85
Operating expenses: Salaries of officers, superintendents, clerks, etc	24,171 28	
Office supplies and expenses		
Insurance	208 94	
Expenses filtering basins	2,400 70	
Other expenses		
Wages	11,951 87	
Supplies—Fuel		
Pumping station supplies		
Filtration supplies		
Other expenses	2,410 75	
For repairs and renewals and supplies	8,665 38	
	49,808 92	
Interest on bonds or loans	48,834 90	
Total cost of production		98,643 82

Water Works, Municipality of Hawkesbury.

Plant installed, 1903.

Gravity or pumping system. Pumping.

Number of gallons pumbed per year, 109,500,000.

Total daily capacity of pumps, 1,000,000.

Average daily consumption, 300,000.

Cost of production for 1,000 gallons, .27.

Population of municipality, 4,560.

Capital Expenditure.

Reservoirs—Tank	12,406 75	
Cost of mains	100,000 00	
Cost of service pipes	10,000 00	
Cost of hydrants	27,888 92	
Cost of real estate and buildings	7,000 00	
Other assets—engine and boiler	3,650 00	
Total assets	160,945 67	
Debentures on bonds current	83,951 62	
Bank over draft		
Municipal over draft	3,559 08	
Other liabilities	819 50	
Total liabilities	88,330 20	

Gross earnings: From sale of water, By meter, By contract, From sale of meters, From permits tapping mains, From other sources	4,084 20	
Total income		4,084 20
Less operating expenses		2,974 91
Surplus for year		1,109 29
Operating expenses: Salaries of officers, superintendents, clerks, etc	1,080 00	
Office supplies and expenses		
Insurance		
Legal expenses and damages		
Other expenses		
Wages		
Supplies—Fuel	803 00	
Pumping station supplies		
Filtration supplies		
Other supplies	200 00	
	2,083 00	
For repairs and renewals	250 00	
Interest on bonds or loans	641 91	
Total cost of production		2,974 91

Water Works, Municipality of Hintonburgh.

Plant installed, 1899.

Gravity or pumping system. Pumping.

Number of gallons pumped per year. No record.

Total daily capacity of pumps, 2,000,000 gallons.

Average daily consumption. No records.

Cost of production for 1,000 gallons. No records.

Population of municipality, 3,400.

Capital Expenditure.

Reservoirs, Cost of mains, Cost of service pipe, Cost of hydrants, Cost of real estate and buildings, Other assets		102,860 68
Total assets		102,880 68
Debentures or bonds current	80,478 54	
Bank over draft	1,554 32	
Municipal overdraft	.....	
Total liabilities		82,032 86

Gross earnings:		
From sale of water, By meter, By contract		4,650 66
From rent hydrants		2,750 00
From permits tapping mains		.....
From other sources		.....
Total income		7,400 66
Less operating expenses		7,550 72
Deficiency for year		150 06
Operating expenses:		
Salaries of officers, superintendents, clerks, etc		800 00
Office supplies and expenses		30 00
Insurance		60 00
Legal expenses and damages		.....
Other expenses		.....
Wages		1,450 00
		2,340 00
Supplies—Fuel		1,731 60
Pumping station supplies		60 00
Filtration supplies		.....
Other supplies		.....
For repairs and renewals		200 00
Interest on bonds or loans		3,219 12
Total cost of production		7,550 72

Water Works, Municipality of Kenora.

Plant installed, 1898.

Gravity or pumping system. Pumping.

Number of gallons pumped per year, 131,400,000.

Total daily capacity of pumps, 2,250,000 gallons.

Average daily consumption, 360,000 gallons.

Cost of production for 1,000 gallons, .0865.

Population of municipality, 6,000.

Capital Expenditure.

Reservoirs, Cost of mains, Cost of service pipes, Cost of hydrants, Cost of real estate and buildings, Other assets	No separate records kept.	$183,375 56
Total assets		183,375 56
Debentures or bonds current	170,550 51	
Bank over draft	.....	
Municipal over draft	.....	
Total liabilities		170,550 51

Gross earnings:		
From sale of water		
By meter		3,761 20
By contract		11,190 12
		14,951 32
From permits tapping mains		.....
From other sources		.....
Total income		14,951 32
Less operating expenses		11,364 68
Surplus for year		3,586 64
Operating expenses:		
Salaries of officers, superintendents, clerks, etc		800 00
Office supplies and expenses		250 00
Insurance		.....
Legal expenses and damages		.....
Other expenses		75 50
Wages		2,392 13
		3,517 68
Supplies—Fuel		1,889 85
Pumping station supplies		65 30
		1,955 15
Filtration supplies		.....
Other supplies		.....
For repairs and renewals		.....
Interest on bonds or loans		5,891 90
Total cost of production		11,364 68

Water Works, Municipality of Iroquois.

Plant installed, 1886. Acquired by municipality, 1898.

Gravity or pumping system. Pumping.

Number of gallons pumped per year, 50,000,000.

Total daily capacity of pumps. No record.

Average daily consumption. No record.

Cost of production for 1,000 gallons, 03.89.

Population of municipality, 900.

Capital Expenditure.

Pumping equipment	$22,824 14
Cost of mains	.....
Cost of conduit pipes	5,000 00
Cost of hydrants	.....
Cost of real estate and buildings	9,041 03
Other assets	3,234 70
Total assets	40,099 87
Debentures or bonds current	21,890 81
Total liabilities	21,890 81

Gross earnings:	
From sale of water—	
By meter	1,273 73
By contract	.....
From sale of meters	.....
From permits tapping mains	.....
From other sources	.....
Total income	1,273 73
Less operating expenses	919 59
Surplus for year	354 14
Operating expenses:	
Salaries of officers, superintendents, clerks, etc	385 00
Office supplies and expenses	.....
Insurance	.....
Legal expenses and damages	.....
Other expenses	.....
Wages	435 50
	520 50
Supplies—Fuel	99 09
Pumping station supplies	.....
Filtration supplies	.....
Other supplies	985 00
For repairs and renewals	.....
Interest on bonds or loans	.....
Total cost of production	1,904 59

Water Works, Municipality of Kincardine.

Plant installed, 1890.

Gravity or pumping system. Pumping.

Number of gallons pumped per year. No record.

Total daily capacity of pumps. No record.

Average daily consumption. No record.

Cost of production for 1,000 gallons. No record.

Population of municipality, 2,681.

Capital Expenditure.

Reservoirs, Cost of mains, Cost of service pipes, Cost of hydrants, Cost of real estate and buildings, Other assets	44,789 93
Total assets	44,789 03
Debentures or bonds current	1,119 92
" outstanding	31,610 85
Total debentures	32,722 77
Bank over draft	.....
Municipal over draft	1,805 92
Total liabilities	34,528 69

Gross earnings:	
From sale of water—	
By meter	2,298 20
By contract	.....
From sale of meters	.....
From permits tapping mains	.....
From other sources	.....
Total income	2,298 20
Less operating expenses	2,822 00
Deficiency for year	523 80
Operating expenses:	
Salaries of officers, superintendents, clerks, etc	600 00
Office supplies and expenses	.....
Insurance	41 04
Legal expenses and damages	.....
Other expenses	58 96
Wages	.....
	700 00
Supplies—Fuel	.....
Pumping station supplies	.....
Filtration supplies	.....
Other supplies	.....
For repairs and renewals	.....
Interest on bonds or loans	1,422 00
Total cost of production	2,822 00

Water Works, Municipality of Kingston.

Plant installed, 1850.
Gravity or pumping system. Pumping.
Number of gallons pumped per year, 753,-101,009.
Total daily capacity of pumps, 7,000,000 gallons.
Average daily consumption, 2,090,000 gallons.
Cost of production for 1,000 gallons. 02.88 cents.
Population of municipality, 19,000.

Reservoirs	$13,000 00
Cost of mains	.....
Cost of suction pipes	13,106 08
Service pipes and hydrants	212,302 55
Cost of real estate and buildings	28,919 11
Meters	1,062 00
Boilers and engines	18,590 15
Other assets	22,422 80
Total assets	309,402 69
Debentures or bonds current	230,900 00
Other debts	45 83
Municipal over draft	.....
Total liabilities	230,945 83

* $117,481.65 has been written off plant, etc. Cost of plant was $406,109.34.

Gross earnings :		
From sale of water—		
By meter		3,656 76
By contract		33,135 46
From sale of meters		.....
From permits tapping mains		.....
From other sources		772 03
Total income		37,564 25
Less operating expenses		21,703 73
Surplus		15,860 52
Operating expenses :		
Salaries of officers, superintendents, clerks, etc		4,295 00
Office supplies and expenses		466 39
Insurance		7 62
Legal expenses and damages		.....
Other expenses		250 50
Wages		1,376 46
		6,395 97
Supplies—Fuel		3,386 15
Pumping station supplies		384 75
Filtration supplies		.....
Other supplies		40 75
		3,811 65
For repairs and renewals		940 86
Interest on bonds or loans		10,555 25
Total cost of production		21,703 73

Water Works, Municipality of Kingsville.

Plant installed, 1894.
Gravity or pumping system. Pumping.
Number of gallons pumped per year, 13,700,-000.
Total daily capacity of pumps.——
Average daily consumption. Not metered.
Cost of production for 1,000 gallons, 19.4.
Population of municipality, 1,600.

Reservoir, Cost of mains, Cost of service pipes, Cost of hydrants, Cost of real estate and buildings, Other assets		28,320 04
Total assets		28,320 04
Debentures or bonds current		13,641 15
Bank over draft		.....
Municipal over draft		.....
Total liabilities		.....
Gross earnings :		
From sale of water—		
By meter		185 52
By contract		1,206 11
From sale of meters		.....
From permits tapping mains		.....
From other sources		.....
Total income		1,391 63
Less operating expenses		2,616 72
Deficiency for year		1,225 09
Operating expenses ;		
Salaries of officers, superintendents, clerks, etc		.....
Office supplies and expenses		.....
Insurance		40 00
Legal expenses and damages		.....
Other expenses		74 59
Wages		547 50
		662 09
Supplies—Fuel		681 82
Pumping station supplies		78 63
Filtration supplies		.....
Other supplies		.....
		760 45
For repairs and renewals		101 55
Interest on bonds or loans		1,092 63
Total cost of production		2,616 72

Water Works, Municipality of Lindsay.

Plant installed, 1892.
Gravity or pumping system. Pumped to stand pipe.
Number of gallons pumped per year, 158,371,500.
Total daily capacity of pumps, 1,000,000 gallons.
Average daily consumption, 440,000 gallons.
Cost of production for 1,000 gallons, 5.5 cents.
Population of municipality, 8,000.

Capital Expenditure.

Reservoirs, Cost of mains, Cost of service pipes, Cost of hydrants, Cost of real estate and buildings		93,486 92
Other assets		2,628 87
Total assets		96,115 79
Debentures or bonds current	85,741 85	
Bank over draft	2,840 39	
Accrued Interest	1,312 50	
	89,894 74	
Other liabilities	203 53	
Total liabilities		90,098 27

Gross earnings:		
From sale of water—		
By meter		4,493 04
By contract		3,579 46
From rent of hydrants		3,290 00
From permits tapping mains		.....
From other sources		860 97
Total income		12,223 47
Less operating expenses		8,709 05
Surplus for year		3,514 42
Operating expenses:		
Salaries of officers, superintendents, clerks, etc		2,182 50
Office supplies and expenses		265 96
Insurance		.....
Legal expenses and damages		.....
Other expenses		.....
Wages		1,990 31
Supplies—Fuel		.....
Pumping station supplies		.....
Filtration supplies		.....
Other supplies		.....
For repairs and renewals		965 87
Interest on bonds or loans		3.304 41
		4,270 28
		8,709 05

Water Works, Municipality of Listowel.

Plant installed, 1904.
Gravity or pumping system. Pumping.
Number of gallons pumped per year, 36,500,000.
Total daily capacity of pumps, 1,008,000.
Average daily consumption. No record.
Cost of production for 1,000 gallons, .11.4 cents.
Population of municipality, 2.800.

Capital Expenditure.

Reservoirs, Cost of mains, Cost of service pipes, Cost of hydrants, Cost of real estate and buildings		40,000 00
Oteer assets		.....
Total assets		40,000 00
Debentures or bonds current	28,683 36	
Bank over draft	4,532 66	
Municipal over draft	.....	
Total liabilities		33,216 02
Gross earnings:		
From sale of water—		
By meter, By contract		1,652 00
From sale of meters		.....
From permits tapping mains		.....
From other sources		.....
Total income		1,652 00
Less operating expenses		.....
Deficiency for year		2,528 47
Operating expenses:		
Salaries of officers, superintendents, clerks, etc		606 00
Office supplies and expenses		13 00
Insurance		.....
Legal expenses and damages		.....
Other expenses		387 08
Wages		89 71
		1,095 79
Supplies—Fuel		1,059 26
Pumping station supplies		203 77
Filtration Supplies		.....
Other supplies		.....
		1,263 03
For repairs and renewals		.....
Interest on bonds or loans		1,821 65
Total cost of production		4,180 47

Water Works, Municipality of London.

Plant installed, 1878.
Gravity or pumping system. Both.
Number of gallons pumped per year, 1,290,531,281.
Total daily capacity of pumps { 6,000,000 / 5,000,000 } = 11,000,000
Average daily consumption, 3,480,000 ft.
Cost of production for 1,000 gallons, †04.77 cents.
Population of municipality, 43,500.
†Includes interest on debentures.

Capital Expenditure.

Reservoirs, Cost of mains, Cost of service pipes	790,125 22	
Cost of hydrants		
Cost of real estate and buildings	84,558 02	
Other assets	27,838 30	
Total assets		902,521 54
Due City of London	864,214 74	
For profits	32,538 90	
Other debts	5,947 90	
Municipal over draft		
Total liabilities		902,521 54

Gross earnings:

From sale of water— By meter, By contract	107,598 99	
From rental		811 00
From permits tapping mains		
From other sources, interest		30 405
Total income		108,714 04
Less operating expenses		

Surplus or deficiency for year

Operating expenses:

Salaries of officers, superintendents, clerks, etc	5,239 99
Office supplies and expenses	608 21
Insurance	407 26
Legal expenses	4,000 00
Other expenses	1,203 27
Drainage, etc	1,853 31
Wages	4,611 40
Other expenses	7,094 49
	25,017 93
Supplies—Fuel	4,428 10
Pumping station supplies	929 27
Filtration supplies	
Other supplies	432 06
For repairs and renewals	722 42
Extensions	8,242 41
	14,754 26
	39,772 19
Interest on bonds or loans paid by City of London	22,025 00
Total cost of production	61,797 19

Water Works, Municipality of Lucknow.

Plant installed, 1890.
Gravity or pumping system. Pumping.
Number of gallons pumped per year. No records.
Total daily capacity of pumps, 964,000 gals.
Average daily consumption. No record.
Cost of production for 1,000 gallons. No record.
Population of municipality, 1,078.

Capital Expenditure.

Reservoirs, Cost of Mains, Cost of service pipes, Cost of hydrants	10,000 00	
Cost of real estate and buildings		
Other assets		
Total assets		
Debentures or bonds current	10 000 00	
Less sinking fund	5,580 00	
Total liabilities		4,420 00

Gross earnings:

From sale of water— By meter, By contract, From sale of meters, From permits tapping mains, From other sources	Plant is used for fire protection only.
Total income	No revenue.
Less operating expenses	
Surplus or deficiency for year	

Operating expenses:

Salaries of officers, superintendents, clerks, etc	460 00
Office supplies and expenses	
Insurance	40 00
Legal expenses and damages	
Other expenses	62 75
Wages	125 00
	687 75
Supplies—Fuel	303 75
Pumping station supplies	
Filtration supplies	
Other supplies	
For repairs and renewals	
Interest on bonds or loans	
	990 75

Water Works, Municipality of Mitchell.

Plant installed, 1905-1906.
Gravity or pumping system. Pumping.
Number of gallons pumped per year. No record.
Total daily capacity of pumps. No record.
Average daily consumption. No record.
Cost of production for 1,000 gallons. No report.
Population of municipality, 1,850.

Note.—Water supplied only for town purposes and hotels.

Water Works, Municipality of Morrisburg.

Plant installed, 1887.
Gravity or pumping system. Pumping.
Number of gallons pumped per year, 182,500,000.
Total daily capacity of pumps. Not given.
Average daily consumption. No meters.
Cost of production for 1,000 gallons. No data.
Population of municipality, 1,600.

Capital Expenditure.

Reservoirs, Cost of mains, Cost of service pipes, Cost of hydrants, Cost of real estate and buildings	35,000 00	
Other assets	.....	
Total assets	.....	
Debentures or bonds current	16,405 41	
Bank over draft	.....	
Municipal over draft	.....	
Total liabilities	16,405 41	

Gross earnings:		
From sale of water: By meter, By contract	2,511 95	
From sale of meters	.....	
From permits tapping mains	.....	
From other sources	.....	
Total income		2,511 95
Less operating expenses		2,400 02
Surplus		111 93
Operating expenses:		
Salaries of officers, Superintendents, clerks, etc., Office supplies and expenses, Insurance, Legal expense, and damages, Other expenses, Wages	1,114 02	
Supplies—Fuel	.....	
Pumping station supplies	.....	
Filtration supplies	.....	
Other supplies	.....	
For repairs and renewals	.....	
Interest on bonds or loans	1,286 00	
Total cost of production		2,400 02

Water Works, Municipality of Merritton.

Plant installed, 1888.
Gravity or pumping system, gravity.
Number of gallons pumped per year, no record.
Total daily capacity of pumps, gravity system.
Average daily consumption, no meters.
Cost of production for 1,000 gallons, no data obtainable.
Population of municipality, 1,529.

Capital Expenditure.

Reservoirs	10,000 00	
Cost of Mains	50,000 00	
Cost of service pipes	6,500 00	
Cost of hydrants	5,000 00	
Cost of real estate and buildings	500 00	
Other assets	3,000 00	
Total assets	75,000 00	
Debentures or bonds current	38,293 13	
Bank over draft	.....	
Municipal over draft	.....	
Total liabilities	.....	

Gross earnings:		
From sale of water:		
By meter	1,851 33	
By contract	2,302 23	
From sale of meters	.....	
From permits tapping mains	.....	
From other sources	932 69	
Total income		5,086 25
Less operating expenses		4,218 99
Surplus		867 26
Operating expenses:		
Salaries of officers, superintendents, clerks, etc	585 00	
Office supplies and expenses	23 30	
Insurance	225 00	
Legal expenses and damages	.....	
Other expenses	.....	
Wages	590 99	
	1,424 29	
Supplies—Fuel	.....	
Pumping station supplies	.....	
Filtration supplies	.....	
Other supplies	86 00	
For repairs and renewals	708 70	
Interest on bonds or loans	2,000 00	
Total cost of production		4,218 99

Water Works, Municipality of Mount Forest.

Plant installed, 1898.

Gravity or pumping system, pumping.

Number of gallons pumped per year, 44,000,000.

Total daily capacity of pumps, 668,000 gals.

Average daily consumption, no meters.

Cost of production for 1,000 gallons, .073.

Population of municipality, 2,300.

Capital Expenditure.

Reservoirs, Cost of mains, Cost of service pipes, Cost of hydrants	34,500 00
Cost of real estate and buildings	.....
Other assets	.....
Total assets	.....
Debentures or bonds current	29,742 88
Bank over draft	.....
Municipal over draft	.....
Total liabilities	29,742 88

Gross earnings:	
From sale of water: By meter, By contract (All sources)	3,242 95
From sale of meters	.....
From permits tapping mains	.....
From other sources	.....
Total income	3,242 95
Less operating expenses	3,222 07
Surplus for year	20 88
Operating expenses:	
Salaries of officers, superintendents, clerks, wages, etc	575 36
Supplies and expenses	1,063 61
Insurance	.....
Legal expenses and damages	.....
Other expenses	.....
Wages	.....
Supplies—Fuel	761 89
Pumping station supplies, Filtration supplies, Other supplies	821 21
	3,222 07
For repairs and renewals	.....
Interest on bonds or loans	.....
Total cost of production	3,222 07

Income and disbursements are bulked with Electric Light Plant and the expenses are apportioned on basis of revenue of each utility.

Water Works, Municipality of Newmarket.

Plant installed, 1887.
Gravity or pumping system, both.
Number of gallons pumped per year, 33,000,000.
Total daily capacity of pumps, 1,440,000.
Average daily consumption, no meters.
Cost of production for 1,000 gallons, .031.
Population of municipality, 3,000.

Capital Expenditure.

Reservoirs, Cost of mains, Cost of service pipes, Cost of hydrants, Cost of real estate and buildings, Other assets	49,625 00
Total assets	*49,625 00
Debentures or bonds current	30,104 03
Bank over draft	.....
Municipal over draft	.....
Total liabilities	.....
Gross earnings:	
From sale of water:	
By meter	.....
By contract	2,085 52

From sale of electric light	5,499 80
Street lighting	2,421 45
From permits tapping mains	.....
From other sources	.....
Total income	10,006 77
Less operating expenses	10,319 95
Deficiency for year	313 18
Operating expenses:	
Salaries of officers, superintendents, clerks, etc	.....
Office supplies and expenses	.....
Insurance	239 00
Legal expenses and damages	.....
Other expenses	.....
Wages	1,510 00
	1,749 00
Supplies—Fuel	3,000 00
Pumping station supplies	893 82
Filtration supplies	.....
Other supplies	1,394 81
	5,288 63
For repairs and renewals	2,421 45
Interest on bonds or loans	860 87
	3,282 32
Total cost of production	10,319 95

*This includes value of Electric Plant.

Water Works, Municipality of Niagara Falls.

Plant installed, 1884.

Gravity or pumping system. Pumping.

Number of gallons pumped per year. No data.

Total daily capacity of pumps. 6,500,000.

Average daily consumption. No data.

Cost of production for 1,000 gallons.

Population of municipality. 8,205.

Reservoirs		
Cost of mains		
Cost of service pipes	176,000 00	
Cost of hydrants		
Cost of real estate and buildings		
Other assets		
Total assets		176,000 00
Debentures or bonds current	79,344 44	
Bank over draft		
Municipal over draft	2,451 45	
Total liabilities		81,795 89

Gross earnings:		
From sale of water—		
By meter		306 36
By contract		17,536 71
From sale of meters		.....
From permits tapping mains		.....
From other sources		.....
Total income		17,843 07
Less operating expenses		.....
Surplus or deficiency for year		.....
Operating expenses:		
Salaries of officers, superintendents, clerks, etc		3,780 00
Office supplies and expenses		311 82
Insurance		.....
Legal expenses and damages		.....
Other expenses		.....
Wages		493 02
Total operating expenses		.....
Supplies—Fuel		68 15
Pumping station supplies		.....
Filtration supplies		.....
Other supplies		.....
For repairs and renewals and interest on bonds or loans		3,725 87
Total cost of production		8,378 86

Water Works, Municipality of North Bay.

Plant installed, 1892.
Gravity or pumping system. Pumping.
Number of gallons pumped per year. No record kept.
Total daily capacity of pumps, 1,000,000.
Average daily consumption. No record.
Cost of production for 1,000 gallons. No record
Population of municipality, 6,000.

Capital Expenditure.

Reservoirs		
Cost of mains		
Cost of service pipes	105,511 91	
Cost of hydrants		
Cost of real estate and buildings		
Other assets	.....	
Total assets		105,511 91
Debentures or bonds current, (31st Dec., 1906)	65,587 19	
Bank over draft	.....	
Municipal over draft	.....	
Total liabilities		.....

Gross earnings:		
From sale of water		
By meter		
By contract	11,051 50	
From sale of meters		
From permits tapping mains		
From other sources		
Total income		11,051 50
Less operating expenses		14,056 99
Deficiency for year		3,005 49
Operating expenses:		
Salaries of officers, superintendents, clerks, etc		
Office supplies and expenses		
Insurance		
Legal expenses and damages		
Other expenses	8,787 85	
Wages		
Supplies—Fuel		
Pumping station supplies		
Filtration supplies		
Other supplies		
For repairs and renewals		.....
Interest on bonds or loans		5,269 14
Total cost of production		14,056 99

Water Works, Municipality of Owen Sound.

Plant installed. Acquired from private company in 1890.

Gravity or pumping system. Gravity.

Number of gallons pumped per year, 235,753,500.

Total daily capacity of pumps. Gravity system.

Average daily consumption. 645,900.

Cost of production for 1,000 gallons, .036.

Population of municipality, 10,765.

Capital Expenditure.

Reservoirs	No separate record kept.	148,089 72
Cost of mains		
Cost of service pipes		
Cost of hydrants		
Cost of real estate and buildings		
Other assets		.....
Total assets		148,089 72
Debentures or bonds current		132,000 82
Bank over draft		2,253 36
		134,254 18
Less sinking fund		37,865 12
Total liabilities		96,389 06

Gross earnings:	
From sale of water	
By meter } By contract }	13,619 46
From sale of meters	58 95
From permits tapping mains	..
Int. Investments	1,221 76
Total income	14,900 17
Less operating expenses	8,488 15
Surplus	6,412 02
Operating expenses:	
Salaries of officers, superintendents, clerks, etc	1,136 33
Office supplies and expenses	49 77
Insurance	.....
Legal expenses and damages	.....
Other expenses	.....
Wages	1,081 48
	2,267 58
Supplies—Fuel	.....
Pumping station supplies	.....
Filtration supplies	.....
Other supplies	.....
For repairs and renewals	397 86
Interest on bonds or loans	5,822 71
	6,220 57
Total cost of production	8,488 15

Water Works, Municipality of Oshawa.

Plant installed, 1904-5-6.

Gravity or pumping system. Pumping.

Number of gallons pumped per year, 48,931,299.

Total daily capacity of pumps, 115,200.

Average daily consumption, 456,853.

Cost of production for 1,000 gallons, .163.

Population of municipality, 5,585.

Capital Expenditure.

Stand pipe	6,950 00
Cost of mains	45,196 00
Cost of service pipes	3,928 32
Cost of hydrants	3,050 77
Cost of real estate and buildings	11,767 00
Other assets	60,933 32
Total assets	131,825 41
Debentures or bonds current	128,209 18
Bank over draft	.....
Municipal over draft	.....
Total liabilities	128,209 18

Gross earnings:	
From sale of water—	
By meter	2,288 86
By contract	400 00
From sale of meters	.....
From permits tapping mains	.....
From other sources	926 50
Total income	3,615 36
Less operating expenses	.....
Surplus or deficiency for year	.....
Operating expenses:	
Salaries of officers, superintendents, clerks, etc	215 00
Office supplies and expenses	34 03
Insurance	60 00
Legal expenses and damages	199 75
Other expenses	3 60
Wages	716 70
	1,229 08
Supplies—Fuel	1,929 87
Pumping station supplies	237 06
Filtration supplies	.....
Other supplies	83 74
	2,250 67
For repairs and renewals	130 40
Interest on bonds or loans	4,384 27
Total cost of production	7,994 42

Water Works, Municipality of Ottawa.

Plant installed, 1874.
Gravity or pumping system. pumping.
Number of gallons pumped per year, 4,498,565,000.
Total daily capacity of pumps, 20,500,000.
Average daily consumption, 12,433,248.
Cost of production for 1,000 gallons, .0343.
Population of municipality, 67,572.

Capital Expenditure.

Reservoirs, Cost of mains, Cost of service pipes, Cost of hydrants, Cost of real estate and buildings, Other assets	2,000,000 00	
Total assets		2,000,000 00
Debentures or bonds current	1,527,250 67	
Deduct sinking fund	20,185 00	
Total liabilities		1,507,065 67

Gross earnings:		
From sale of water—		
By meter	115,120 27	
By contract	57,560 14	
From sale of meters		
From permits tapping mains		
From other sources		
Total income		172,680 41
Less operating expenses		
Surplus or deficiency for year		

Operating expenses:		
Collector's office		7,100 01
Salaries of officers, superintendents, clerks, etc		9,213 40
Office supplies and expenses		
Fire alarm		3,305 38
Legal expenses and damages		
Other expenses		
Wages		
Supplies—Fuel		
Pumping station supplies		7,771 25
Filtration supplies		
Other supplies		463 49
For repairs and renewals		57,962 68
Interest on bonds or loans		68,612 52
Total cost of production		154,428 73
Surplus		18,251 68

Water Works, Municipality of Paris.

Plant installed, 1882.

Gravity or pumping system. Both.

Number of gallons pumped per year, 146,000,000.

Total daily capacity of pumps, 792,000 gals.

Average daily consumption, 458,800.

Cost of production for 1,000 gallons, .0213.

Population of municipality, 3,700.

Capital Expenditure.

Reservoirs	8,000 00	
Cost of mains	45,000 00	
Cost of service pipes	10,000 00	
Cost of hydrants	2,000 00	
Cost of real estate and buildings	4,000 00	
Other assets	8,000 00	
Total assets		7,700 00
Debentures or bonds current	12,000 00	
Bank over draft		
Municipal over draft		
Total liabilities		12,000 00

Gross earnings:		
From sale of water—		
By meter	1,559 00	
By contract	4,000 00	
From sale of meters		
From permits tapping mains		
From other sources		
Total income		5,559 00
Less operating expenses	3,109 00	
Surplus		2,450 00

Operating expenses:		
Salaries of officers, superintendents, clerks, etc		
Office supplies and expenses		
Insurance		50 00
Legal expenses and damages		
Other expenses		
Wages		600 00
		650 00
Supplies—Fuel		1,600 00
Pumping station supplies		25 00
Filtration supplies		
Other supplies		126 00
		1,751 00
For repairs and renewals		
Interest on bonds or loans		708 00
Total cost of production		3,109 00

Water Works, Municipality of Parry Sound.

Plant installed, 1892.

Gravity or pumping system. Pumping.

Number of gallons pumped per year, 33,215,000.

Total daily capacity of pumps, 151,000 gals.

Average daily consumption, 91,000 gallons.

Cost of production for 1,000 gallons, .10.09.

Population of municipality, 3,500.

Capital Expenditure.

Cost of mains		
Cost of service pipes		
Cost of hydrants	50,891	76
Cost of real estate and buildings		
Other assets		
Total assets	50,891	76
Debentures or bonds current	32,145	23
Bank over draft	.....	
Municipal over draft	.....	
Total liabilities	32,145	23

Gross earnings:		
From sale of water — By meter. By contract	3,542	29
From rent hydrants	1,560	00
From permits tapping mains	.....	
From other sources	.....	
Total income	5,102	29
Less operating expenses	3,650	77
Surplus for year	1,451	52
Operating expenses:		
Salaries of officers, superintendents, clerks, etc	848	92
Office supplies and expenses	25	00
Insurance	.....	
Legal expenses and damages	.....	
Other expenses	.....	
Wages and maintenance	1,146	13
Supplies—Fuel	.....	
Pumping station supplies	.....	
Filtration supplies	.....	
Other supplies	.....	
For repairs and renewals	1,630	72
Interest on bonds or loans	.....	
Total cost of production	3,650	77

Water Works, Municipality of Paisley.

Plant installed, 1887.
Gravity or pumping system. Pumping.
Number of gallons pumped per year. No record.
Total daily capacity of pumps. No record.
Average daily consumption. No. record.
Cost of production for 1,000 gals. No record.
Population of municipality, 950.

This plant used for fire purposes and street watering only.

Capital Expenditure.

Reservoirs		
Cost of mains		
Cost of service pipes	6,500	00
Cost of hydrants		
Cost of real estate and buildings	.....	
Other assets	.....	
Total assets	6,500	00
Debentures or bonds current	.....	
Bank over draft	.....	
Municipal over draft	.....	
Total liabilities	.....	

Gross earnings:		
From sale of water —		
By meter	.....	
By contract	.....	
From sale of meters	.....	
From permits tapping mains	.....	
From other sources	24	23
Total income	24	23
Less operating expenses	393	70
Deficiency for year	369	47
Operating expenses:		
Salaries of officers, superintendents, clerks, etc	.....	
Office supplies and expenses	.....	
Insurance	.....	
Legal expenses and damages	.....	
Other expenses	.....	
Wages	79	45
Supples—Fuel	133	30
Pumping station supplies	.....	
Filtration supplies	26	78
Other supplies	.....	
For repairs and renewals	154	17
Interest on bonds or loans	.....	
Total cost of production	393	70

Water Works, Municipality of Penetanguishene.

Plant installed, 1890-1891.

Gravity or pumping system. Pumping.

Number of gallons pumped per year. No meters.

Total daily capacity of pumps, 1,160,000.

Average daily consumption. No record.

Cost of production for 1,000 gallons. Can't say, no record.

Population of municipality, 3,200.

Capital Expenditure.

Reservoirs	2,500 00
Cost of mains	24,000 00
Cost of service pipes	4,100 00
Cost of hydrants	1,400 00
Cost of real estate and buildings	3,500 00
Other assets	10,500 00
Total assets	46,000 00
Debentures or bonds current	29,000 00
Bank over draft	.....
Municipal over draft	.....
Total liabilities	29,000 00

Gross earnings:	
From sale of water, By meter, By contract	No data, total receipts.
From sale of meters	
From permits tapping mains	
From other sources	
Total income	3,847 08
Less operating expenses	3,613 04
Surplus	234 04
Operating under contract.	
Salaries of officers, superintendents, clerks, etc	.....
Office supplies and expenses	.....
Insurance	.....
Legal expenses and damages	.....
Other expenses	.....
Wages	.....
Supplies—Fuel	1,724 67
Pumping station supplies	.....
Filtration supplies	.....
Other supplies	.....
For repairs and renewals	388 37
Interest on bonds or loans	1,500 00
Total cost of production	3,613 04

Water Works, Municipality of Peterboro'.

Plant installed by private Co., 1882. Acquired by Municipality, 1902.

Gravity or pumping system. Pumping direct.

Number of gallons pumped per year, 505,049,080.

Total daily capacity of pumps, 4,500,000.

Average daily consumption, 1,436,352 gallons.

Cost of production for 1,000 gallons, 0.36.

Population of municipality, 14,962.

Capital Expenditure.

Reservoirs	.....
Cost of mains	161,606 36
Cost of service pipes	29,538 01
Cost of hydrants included in mains	.....
Cost of real estate and buildings	58,000 00
Other assets	62,421 06
Total assets	311,565 43
Debentures or bonds current	292,000 00
Bank over draft	9,695 36
Municipal over draft	.....
Total liabilities	301,695 36

Gross earnings:		
From sale of water—		
By meter	4,789 76	
By contract	26,940 02	
From sale of meters	.....	
From permits tapping mains	950 30	
From other sources	.....	
Total income		32,680 08
Less operating expenses		18,260 67
Surplus for year		14,419 41
Operating expenses:		
Salaries of officers, superintendents, clerks, etc	2,600 00	
Office supplies and expenses	719 95	
Insurance	12 00	
Legal expenses and damages	.....	
Other expenses	615 90	
Wages	2,360 71	
	6,308 56	
Supplies—Fuel	.....	
Pumping station supples	535 89	
Filtration supplies	.....	
Other supplies	.....	
	535 89	
For repairs and renewals	311 12	
Interest on bond or loans	11,105 10	
	11,416 22	
Total cost of production		18,260 67

Water Works, Municipality of Petrolea.

Plant installed, 1896.

Gravity or pumping system. Pumping.

Number of gallons pumped per year, 234,008,035.

Total daily capacity of pumps, 1,000,000.

Average daily consumption, 520,000 gallons.

Cost of production for 1,000 gallons, .0687.

Population of municipality, 4,000.

Capital Expenditure.

Reservoirs	
Cost of mains	101,000 00
Cost of service pipes	50,000 00
Cost of hydrants	5,500 00
Cost of real estates and buildings	6,200 00
Other assets	27,558 68
Total assets	190,258 68
Debentures or bonds current	130,640 26
Bank over draft	
Municipal over draft	
Total liabilities	

Gross earnings:		
From sale of water—		
By meter	200 10	
By contract	15,811 73	
From sale of meters		
From permits tapping mains		
From other sources		
Total income		16,011 83
Less operating expenses		17,188 09
Deficiency for year		1,176 26
Operating expenses:		
Salaries of officers, superintendents, clerks, etc	540 00	
Office supplies and expenses	110 45	
Insurance	159 00	
Legal expenses and damages		
Other expenses		
Wages	1,212 50	
	2,021 95	
Supplies—Fuel	3,954 11	
Pumping station supplies	278 45	
Filtration supplies		
Other supplies	567 01	
	4,799 57	
For repairs and renewals	419 82	
Interest on bonds or loans	*9,946 75	
Total cost of production		17,188 09

* This includes $4,539.55 of debentures paid off, and $5,407.20 interest.

Water Works, Municipality of Port Arthur.

Plant installed, 1903-1904.

Gravity or pumping system. Pumping.

Number of gallons pumped per year. No record.

Total daily capacity of pumps, 3,168,000.

Average daily consumption, 725,000 gallons.

Cost of production for 1,000 gallons. No record.

Population of municipality, 14,500.

Capital Expenditure.

Reservoirs, Cost of mains, Cost of service pipes, Cost of hydrants, Cost of real estate and buildings, Other assets	*440,112 35
Total assets	
Debentures or bonds current	46,000 00
Bank over draft	
Municipal over draft	
Total liabilities	

Gross earnings:		
From sale of water—		
By meter		
By contract	9,464 97	
From sale of meters		
From permits tapping mains		
From other sources	347 75	
Total income		9,812 72
Less operating expenses		
Surplus or deficiency for year		
Operating expenses:		
Salaries of officers, superintendents, clerks, etc	Under process of construction till end of 1906.	
Office supplies and expenses		
Insurance		
Legal expenses and damages		
Other expenses		
Wages		
Supplies—Fuel		
Pumping station supplies		
Filtration supplies		
Other supplies		
Expenses estimated		13,500 00
For repairs and renewals		
Interest on bonds or loans		
Total cost of production		

* Includes cost of sewers.

Water Works, Municipality of Port Colborne.

Plant installed, 1898.

Gravity or pumping system. Pumping.

Number of gallons pumped per year. No records.

Total daily capacity of pumps. No records.

Average daily consumption. No. records.

Cost of production for 1,000 gallons. Can't furnish any data.

Population of municipality, 1,300

Capital Expenditure.

Reservoirs, Cost of mains, Cost of service pipes, Cost of hydrants, Cost of real estate and buildings, Other assets	25,000 00
Total assets	25,000 00
Debentures or bonds current	19,431 36
Bank over draft	.....
Municipal over draft	.....
Total liabilities	19,431 36

Gross earnings:	
From sale of water—By meter, By contract, From sale of meters, From permits tapping mains, From other sources	1,800 00
Total income	1,800 00
Less operating expenses	1,474 00
Surplus for year	326 00
Operating expenses:	
Salaries of officers, superintendents, clerks, etc	25 00
Office supplies and expenses	7 00
Insurance	.....
Legal expenses and damages	.....
Other expenses	.....
Wages	240 00
	272 00
Supplies—Fuel (gas)	85 00
Pumping station supplies	20 00
Filtration supplies	.....
Other supplies	223 00
For repairs and renewals	.....
Interest on bonds or loans	874 00
Total cost of production	1,474 00

Water Works, Municipality of Port Hope.

Plant installed, 1896.

Gravity or pumping system. Pumping.

Number of gallons pumped per year, 58,039,100.

Total daily capacity of pumps, 4,896,000.

Average daily consumption, 180,000 gallons.

Cost of production for 1,000 gallons, .0802.

Population of municipality, 5,000.

Capital Expenditure.

Reservoirs, filtering basin, water tower permit	13,179 54
Cost of mains, Cost of service pipes	22,202 07
Cost of hydrants	2,460 00
Cost of meters	4,000 00
Cost of real estate and buildings	1,342 03
Other assets	57,449 19
Total assets	100,632 83
Debentures or bonds current	43,719 72
Bank over draft	500 00
Municipal over draft	.....
Total liabilities	44,219 72

Gross earnings:	
From sale of water—By meter	5,517 29
By contract	2,148 27
From sale of meters	.....
From permits tapping mains	.....
From other sources	164 33
Total income	7,829 89
Less operating expenses	4,656 38
Surplus for year	3,173 51
Operating expenses:	
Salaries of officers, superintendents, clerks, etc	1,566 00
Office supplies and expenses	88 29
Insurance	60 00
Legal expenses and damages	.....
Other expenses	442 29
Wages	.....
	2,156 58
Supplies—Fuel	1,129 93
Pumping station supplies	148 12
Filtration supplies	.....
Other supplies	220 41
	1,498 46
For repairs and renewals	702 69
Interest on bonds or loans	298 65
Total cost of production	4,656 38

Water Works, Municipality of Port Perry.

Plant installed, 1903-4.
Gravity or pumping system. Pumping.
Number of gallons pumped per year. No record.
Total daily capacity of pumps. No record.
Average daily consumption. No record.
Cost of production for 1,000 gallons. No record.
Population of municipality, 1,500.

Capital Expenditure.

Reservoirs, Cost of mains, Cost of service pipes, Cost of hydrants, Cost of real estate and buildings, Other assets	On water works and gas plants no separate record kept.	24,000 00
Total assets		24,000 00
Debentures or bonds current (including debentures issued to cover cost of electric light plant)		22,788 00
Bank over draft		.....
Municipal over draft		.....
Total liabilities		.....

Gross earnings:	
From sale of water and light	4,155 79
By meter	.....
By contract	.....
From sale of meters	.....
From permits tapping mains	.....
From other sources	224 01
Total income	4,379 80
Less operating expenses	.....
Surplus or deficiency for year	.....
Operating expenses:	
Salaries of officers, superintendents, clerks, etc	994 29
Office supplies and expenses	.....
Insurance	.....
Legal expenses and damages	1,318 11
Other expenses	283 46
Wages	.....
Supplies—Fuel	1,354 39
Pumping station supplies	.....
Filtration supplies	.....
Other supplies	.....
For repairs and renewals	.....
Interest on bonds or loans	969 28
Debenture paid	308 60
	5,228 13
Total cost of production	848 33

Water Works, Municipality of Prescott.

Plant installed, 1900.

Gravity or pumping system. Pumping.

Number of gallons pumped during year, 69,089,400 gallons.

Total daily capacity of pumps, 1,440,000.

Average daily consumption, 191,600.

Cost of production for 1,000 gallons, .10.36 cents.

Population of municipality, 3,041.

Capital Expenditure.

Reservoirs, Cost of mains, Cost of service pipes, Cost of hydrants, Cost of real estate and buildings, Other assets		106,464 74
Total assets		106,464 74
Debentures or bonds current		60,000 00
Bank over draft		.....
Municipal over draft		.....
Total liabilities		60,000 00

Gross earnings:	
From sale of water—	
By meter	4,157 37
By contract from town fire purposes	3,031 41
From sale of meters	.....
From permits tapping mains	.....
From other sources	.....
Total income	7,188 78
Less operating expenses	7,158 59
Deficiency for year	30 19
Operating expenses:	
Salaries of officers, superintendents, clerks, etc	1,088 00
Office supplies and expenses	.....
Insurance	75 00
Legal expenses and damages	.....
Other expenses	.....
Wages	1,387 95
Supplies:	
Fuel	1,353 53
Pumping station supplies	.....
Filtration supplies	.....
Other supplies	.....
For repairs and renewals	222 70
	4,127 18
Interest on bonds 864 12, or loans 2,167 29 p.	3,031 41
Total cost of production	7,158 59

Water Works, Municipality of Preston.

Plant installed. Now being installed.

Gravity or pumping system. Pumping.

Number of gallons per year. No record.

Total daily capacity of pumps. No record.

Average daily consumption. No record.

Cost of production for 1,000 gallons. No record.

Population of municipality, 3,000.

Capital Expenditure.

Plant being installed, expenditure to 31st December, 1906	24,224 87

Water Works, Municipality of Renfrew.

Plant installed, 1898-1899.

Gravity or pumping system. Pumping.

Number of gallons pumped per year, 168,000,000.

Total daily capacity of pumps, 1,500,000.

Average daily consumption, 490,000.

Cost of production for 1,000 gallons, .045.

Population of municipality, 3,500.

Reservoirs		
Cost of mains		
Cost of service pipes	75,044 31	
Cost of hydrants		
Cost of real estate and buildings		
Other assets		
Total assets		75,044 31
Debentures or bonds current	57,774 94	
Bank over draft	.....	
Municipal over draft	.....	
Total liabilities		57,774 94

Gross earnings:		
From sale of water—		
By meter	.....	
By contract	6,586 96	
From rents of hydrants	2,425 00	
From permits tapping mains ...	.....	
From other sources	138 70	
Total income		9,150 69
Less operating expenses		7,665 58
Surplus for year		1,485 11
Operating expenses:		
Salaries of officers, superintendents, clerks, etc	325 00	
Office supplies and expenses ...	25 00	
Insurance	45 00	
Legal expenses and damages ...	.....	
Other expenses	79 66	
Wages	1,060 34	
	1,535 00	
Supplies:		
Fuel	1,596 34	
Pumping station supplies	133 10	
Filtration supplies	.....	
Other supplies	530 00	
	2,259 44	
For repairs and renewals	371 14	
Interest on bonds or loans	3,500 00	
Total cost of production ...		7,665 58

Water Works, Municipality of Sarnia.

Plant installed, 1875.

Gravity or pumping system. Pumping.

Number of gallons pumped per year, 862,725,700.

Total daily capacity of pumps, 10,250,000.

Average daily consumption, 2,354,924.

Cost of production for 1,000 gallons, .0220.

Population of municipality, 9,308.

Capital Expenditure.

Reservoirs, Cost of mains, Cost of service pipes, Cost of hydrants	Details not available.	
Cost of real estate and buildings		
Other assets		
Total assets		188,050 00
Debentures or bonds current		106,871 74
Bank over draft		
Municipal over draft		
Total liabilities		
*Surplus for year		5,144 54

*Applied in reduction of general taxation.

Gross earnings:		
From sale by water / By meter		22,152 04
By contract		
From sale of meters		
From permits tapping mains		1,965 80
From other sources		
Total income		24,117 84
Less operating expenses		18,973 30
Surplus		5,144 54
Operating expenses:		
Salaries of officers, superintendents, clerks, etc		2,600 00
Office supplies and expenses / Insurance		120 13
Legal expenses and damages		
Other expenses		
Wages		1,762 04
		4,491 17
Supplies—Fuel		5,443 69
Pumping station supplies		
Filtration supplies		
Other supplies		3,826 52
		9,270 21
For repairs and renewals		
Interest on bonds or loans		5,211 92
Total cost of production		18,973 30

Water Works, Municipality of Shelburne.

Plant installed, 1889.

Gravity or pumping system. Pumping.

Number of gallons pumped per year. No record.

Total daily capacity of pumps. No record.

Average daily consumption. No record.

Cost of production for 1,000 gallons. No record.

Population of municipality, 1,200.

Capital Expenditure.

Reservoirs, Cost of mains, Cost of service pipes, Cost of hydrants	No details available.	25,000 00
Cost of real estate and buildings		
Other assets		
Total assets		25,000 00
Debentures or bonds current		11,348 64
Bank over draft		
Municipal over draft		
Total liabilities		

Gross earnings:		
From sale by water—		
By meter		
By contract		1,137 50
From sale of meters		
From permits tapping mains		13 95
From other sources		
Total income		1,151 45
Less operating expenses		1,212 28
Surplus or deficiency for year		60 83
Operating expenses:		
Salaries of officers, superintendents, clerks, etc		
Office supplies and expenses		125 00
Insurance		
Auxiliary pumping		137 28
Legal expenses and damages		
Other expenses		
Wages		
Supplies—Fuel		
Pumping station supplies		
Filtration supplies		
Other supplies		300 00
		562 28
For repairs and renewals		
Interest on bonds or loans about		650 00
Total cost of production		1,212 28

Water Works, Municipality of Smith's Falls.

Plant acquired by municipality, 1900.

Gravity or pumping system. Pumping.

Number of gallons pumped per year. 255,500,000 estimated.

Total daily capacity of pumps. No data.

Average daily consumption. No data.

Cost of production for 1,000 gallons, .0171.

Population of municipality, 5,362.

Capital Expenditure.

Reservoirs	.....
Cost of mains	.....
Cost of service pipes	.....
Cost of hydrants	.....
Cost of real estate and buildings and services	220,000 00
Other assets	.....
Total assets	.....
Debentures or bonds current	186,072 11
Bank over draft	.....
Municipal over draft	.....
Total liabilities	.....

Gross earnings:	
From sale of water—	
By meter	9,100 39
By contract	.....
From sale of meters	.....
From permits tapping mains	.....
From other sources	.....
Total income	9,100 36
Less operating expenses	4,392 43
Surplus or deficiency for year	4,707 96

Operating expenses:	
Salaries of officers, superintendents, clerks, etc	.....
Office supplies and expenses	.....
Insurance	.....
Legal expenses and damages	.....
Other expenses	.....
Wages	.....
Supplies—Fuel	.....
Pumping station supplies	.....
Filtration supplies	.....
Other supplies	.....
For repairs and renewals	.....
Interest on bonds or loans	.....
Total cost of production	4,392 43

Water Works, Municipality of Southampton.

Plant installed, 1901.
Gravity or pumping system. Pumping.
Number of gallons during year, 14,000,000.
Total daily capacity of pumps. Not given.
Average daily consumption, 34,000.
Cost of production for 1,000 gallons. No record.
Population of municipality, 1,700.

Capital Expenditure.

Reservoirs, Cost of mains, Cost of service pipes, Cost of hydrants, Cost of real estate and buildings, Other assets	29,159 00
Total assets	29,159 00
Debentures or bonds current	27,280 18
Bank over draft	.....
Municipal over draft	.....
Total liabilities	27,280 18

Gross earnings:	
From sale of water—	
By meter	.....
By contract	.....
From sale of meters	.....
From permits tapping mains	.....
From other sources	.....
Total income	.....
Less operating expenses	.....
Surplus for year	.....

Operating expenses:	
Salaries of officers, superintendents, clerks, etc	.....
Office supplies and expenses	.....
Insurance	.....
Legal expenses and damages	.....
Other expenses	.....
Wages	.....
	.....
Supplies—Fuel	.....
Pumping station supplies	.....
Filtration supplies	.....
Other supplies	.....
For repairs and renewals	.....
Interest on bonds or loans	.....
Total cost of production	.....

Water Works, Municipality of Stayner.

Plant installed, 1899.
Gravity or pumping system Gravity.
Number of gallons pumped per year. —.
Total daily capacity of pumps. —.
Average daily consumption. No record.
Cost of production for 1,000 gallons. No record.
Population of municipality, 1,300.

Capital Expenditure.

Reservoirs, Cost of mains, Cost of service pipes, Cost of hydrants, Cost of real estate and buildings, Other assets	No details.	$24,000 00
Total assets		24,000 00
Debentures or bonds current		20,057 03
Bank over draft		.....
Municipal over draft		.....
Total liabilities		20,057 03

Gross earnings:

From sale of water— By meter, By contract		972 00
From sale of meters		.....
From permits tapping mains		.....
From other sources		.....
Total income		972 00
Less operating expenses		1,409 63
Deficiency for year		437 63

Operating expenses:

Salaries of officers, superintendents, clerks, etc	40 00
Office supplies and expenses	15 00
Insurance	.....
Legal expenses and damages	.....
Other expenses	.....
Wages—Firemen	60 00
	115 00
Supplies—Fuel	2 60
Pumping station supplies	.....
Filtration supplies	.....
Other supplies	.....
For repairs and renewals	392 13
Interest on bonds or loans	900 00
Total cost of production	1,409 63

Water Works, Municipality of Stratford.

Plant installed by private company, 1883. Acquired by municipality, 1903.
Gravity or pumping system. Pumping.
Number of gallons pumped per year, 231,763,900.
Total daily capacity of pumps, 3,500,000.
Average daily consumption, 634,500.
Cost of production for 1,000 gallons, .07763.
Population of municipality, 13,219.

Capital Expenditure.

Reservoirs, Cost of mains, Cost of service pipes, Cost of hydrants, Cost of real estate and buildings		$163,189 16
Other assets — accounts outstanding, material, etc		7,467 61
Total assets		170,656 77
Debentures or bonds current		140,929 00
Other liabilities		178,515 00
Bank over draft		.....
Municipal over draft		10,132 87
		152,847 02
Surplus		17,809 75

Gross earnings:

From sale of water— By meter, By contract	20,261 96
From sale of meters	.....
From permits tapping mains	.....
From other sources	831 18
Total income	21,093 14
Less operating expenses	15,556 25
Surplus for year	5,536 89

Operating expenses:

Salaries of officers, superintendents, clerks, etc	2,937 46
Office supplies and expenses	249 06
Insurance	179 70
Legal expenses and damages	.....
Other expenses	1,186 69
Wages	1,240 66
	4,606 88
Supplies—Fuel	3,356 95
Pumping station supplies	379 14
Filtration supplies	.....
Other supplies	.....
For repairs and renewals	6,026 50
Interest on bonds or loans	.....
Total cost of production	15,556 25

Water Works, Municipality of St. Catharines.

Plant installed, 1878-1879.
Gravity or pumping system. Gravity.
Number of gallons pumped per year, 788,000,000.
Total capacity reservoirs, 365,000,000.
Average daily consumption, 2,143,750.
Cost of production for 1,000 gallons, .027.
Population of municipality, 12,250.

Capital Expenditure.

Reservoirs, Cost of mains, Cost of service pipes, Cost of hydrants, Cost of real estate and buildings	532,053 71	
Other assets, cash on hand	1,193 18	
Total assets		533,146 89
Debentures or bonds current	345,000 00	
Less sinking fund	25,425 54	
Municipal overdraft	.....	
Total liabilities		319,574 46

Gross earnings:

From sale of water		
By meter	5,843 93	
Flat rates	18,807 07	
From sale of meters	148 90	
From rental fire hydrants	5,720 00	
From other sources	76,82 71	
Total income		38,202 61
Less operating expenses		23,905 72
Surplus or deficiency for year		14,296 89

Operating expenses:

Reservoir maintenance	1,437 93	
Salaries of officers, superintendents, clerks, etc.	2,740 00	
Office supplies and expenses	1,326 12	
Insurance	17 50	
Legal expenses and damages	.....	
Other expenses	753 34	
Repairs	3,830 83	
		10,105 72
Supplies:		
Fuel	.....	
Pumping station supplies	.....	
Filtration supplies	.....	
Other supplies	.....	
		.....
For repairs and renewals	.....	
Interest on bonds or loans	13,800 00	
Total cost of production		23,905 72

Water Works, Municipality of Stouffville.

Plant installed, 1897.
Gravity or pumping system. Gravity.
Number of gallons pumped per year. No record.
Total daily capacity of pumps. No record.
Average daily consumption. No record.
Cost of production for 1,000 gallons. Can't tell.
Population of municipality, 1,100.

Capital Expenditure.

Reservoirs, Cost of mains, Cost of service pipes, Cost of hydrants, Cost of real estate and buildings	25,000 00	
Other assets	.....	
Total assets		.....
Debentures or bonds current	20,283 00	
Bank over draft	.....	
Municipal over draft	.....	
Total liabilities		.....

Gross earnings:

From sale of water—		
By meter, By contract	511 11	
From sale of meters	.....	
From permits tapping mains	.....	
From other sources	.....	
Total income		.....
Less operating expenses		.....
Deficiency for year		514 00

Operating expenses:

Salaries of officers, superintendents, clerks, etc., Office supplies and expenses, Insurance, Legal expenses and damages, Other expenses, Wages	189 39	
Supplies:		
Fuel	.....	
Pumping station supplies	.....	
Filtration supplies	.....	
Other supplies	.....	
For repairs and renewals	835 72	
Interest on bonds or loans	.....	
Total cost of production		1,025 11

Collection of rates and all expenses of operation paid out of general taxation.

Water Works, Municipality of St. Thomas.

Plant installed, 1890-1891.

Gravity or pumping system. Pumping.

Number of gallons pumped per year. 428,327,395.

Total daily capacity of pumps, 9,000,000.

Average daily consumption, 1,475,540.

Cost of production for 1,000 gallons, .0463.

Population of municipality, 13,414.

Capital Expenditure.

Reservoirs		
Cost of mains		
Cost of service pipes	214,146 92	
Cost of hydrants		
Cost of real estate and buildings		
Other assets		.....
Total assets		214,146 92

Debentures or bonds current	138,724 08	
Bank over drift		.....
Other liabilities	10,708 40	
Municipal over draft		.....
Total liabilities		149,432 48

Gross earnings:		
From sale of water—		
By meter	13,514 02	
By contract	18,756 22	
From sale of meters		.....
From permits tapping mains		.....
From other sources	1,848 76	
Total income		34,118 90
Less operating expenses		.....
Surplus or deficiency for year		.....
Operating expenses:		
Salaries of officers, superintendents, clerks, etc	2,140 00	
Office supplies and expenses	180 00	
Insurance	62 00	
Legal expenses and damages		.....
Other expenses	352 74	
Wages	2,895 12	
	5,629 86	
Supplies: Fuel	3,470 68	
Pumping station supplies	1,630 93	
Filtration supplies	431 40	
Other supplies	1,142 92	
	6,675 93	
For repairs and renewals	1,281 79	
Interest on bonds or loans	6,405 41	
	7,687 20	
Total cost of production		19,992 99

Water Works, Municipality of Teeswater.

Plant installed, 1889.
Gravity or pumping system. Pumping.
Number of gallons pumped per year. No record.
Total daily capacity of pumps. No record.
Average daily consumption. No record.
Cost of production for 1,000 gallons. No record.
Population of municipality, 915.
Used for fire purposes only.

Capital Expenditure.

Reservoirs		
Cost of mains		
Cost of service pipes		
Cost of hydrants	1,500 00	
Cost of real estate and buildings	No available details.	
Other assets		
Total assets		1,500 00

Debentures or bonds current	10,500 00	
Bank over draft		.....
Municipal over draft		.....
Total liabilities		10,500 00

Gross earnings:	
From sale of water—	
By meter	.....
By contract	.....
From sale of meters	.....
From permits tapping mains	.....
From other sources	.....
Total income	.....
Surplus or deficiency for year	.....
Operating expenses:	
Salaries of officers, superintendents, clerks, etc	.....
Office supplies and expenses	.....
Insurance	.....
Legal expenses and damages	.....
Other expenses	.....
Wages	.....
Supplies—Fuel	.....
Pumping station supplies	.....
Filtration supplies	.....
Other supplies	.....
For repairs and renewals	.....
Total cost of production	.....

Water Works, Municipality of Thessalon.

Plant installed, 1896.

Gravity or pumping system. Pumping.

Number of gallons pumped per year. No record.

Total daily capacity of pumps, 50,400.

Average daily consumption. No meters in use; can't tell.

Cost of production for 1,000 gallons. No record.

Population of municipality, 1,500.

Capital Expenditure.

Reservoirs		
Cost of mains		
Cost of service pipes	18,090 00	
Cost of hydrants		
Cost of real estate and buildings		
Other assets		
		18,090 00
Debentures on bonds current	13,666 21	
Bank over draft	.....	
Municipal over draft	.....	
Total liabilities	13,666 21	

Gross earnings:	
From sale of water	1,626 96
By meter	.....
By contract	.....
From sale of meters	.....
From permits tapping mains	.....
From other sources	.....
Total income	1,626 96
Less operating expenses	.....
Surplus or deficiency for year	.....
Operating expenses:	
Salaries of officers, superintendents, clerks, etc	1,050 00
Office supplies and expenses	.....
Insurance	.....
Legal expenses and damages	.....
Other expenses	.....
Wages	.....
Supplies—Fuel	1,800 00
Pumping station supplies	.....
Filtration supplies	.....
Other supplies	25 00
For repairs and renewals	.....
Interest on bonds or loans	.....
Total cost of production	2,875 00

Water Works, Municipality of Tilbury

Plant installed, 1887.

Gravity or pumping system. Pumping.

Number of gallons pumped per year. No record.

Total daily capacity of pumps. No record.

Average daily consumption. No record.

Cost of production for 1,000 gallons. No record.

Population of municipality, 1,227.

Capital Expenditure.

Reservoirs		
Cost of mains		
Cost of service pipes	18,601 99	
Cost of hydrants		
Cost of real estate and buildings		
Other assets		
Total assets		18,601 99
Debentures or bonds current	5,427 00	
Bank over draft	.....	
Municipal over draft	.....	
Total liabilities	5,427 00	

Gross earnings:	
From sale of water	820 00
By meter	.....
By contract	.....
From sale of meters	.....
From permits tapping mains	.....
From other sources	.....
Total income	820 00
Less operating expenses	937 01
Deficiency for year	117 01
Operating expenses:	
Paid Michigan Central Railway for water	338 31
Salaries of officers, superintendents, clerks, etc	.....
Office supplies and expenses and repairs	354 48
Insurance	.....
Legal expenses and damages	.....
Other expenses	.....
Wages	.....
Supplies—Fuel	692 79
Pumping station supplies	.....
Filtration supplies	.....
Other supplies	.....
For repairs and renewals	.....
Interest on bonds or loans	244 22
Total cost of production	937 0

Water Works, Municipality of Toronto.

Plant installed. Acquired it by commission, 1872, 1878 city assumed control.

Gravity of pumping system. Pumping.

Number of gallons pumped per year, 9,859,486,414.

Total daily capacity of pumps, 53,000,000 gallons.

Average daily consumption, 30,000,000 gallons.

Cost of production for 1,000 gallons, .04537 cents.

Population of municipality, 300,000.

Capital Expenditure.

Reservoirs		
Cost of mains		
Cost of service pipes	$6,079,049 53	
Cost of hydrants		
Cost of real estate and buildings		
Other assets, stores on hand	37,401 52	
Total assets	6,116,450 05	
Debentures or bonds current	5,054,263 21	
Sinking fund	712,311 73	
Bank over draft	4,341,951 48	
Other liabilities	304,481 72	
Total liabilities	4,646,433 20	

Gross earnings:		
From sale of water—		
By meter	200,357 64	
By contract	206,495 61	
City water supply	79,059 96	
From sale of meters	.....	
From permits tapping mains	.....	
From other sources	2,396 58	
Total income	488,309 79	
Less operating expenses	447,404 92	
Surplus or deficiency for year	40,904 87	
Operating expenses:		
Salaries of officers, superintendents, clerks, etc.	29,941 07	
Office supplies and expenses.	1,947 06	
Insurance	403 05	
Legal expenses and damages.	.....	
Other expenses	3,810 68	
Wages	119,915 75	
	156,017 61	
Supplies—Fuel	41,605 19	
Pumping station supplies and repairs	12,153 49	
Filtration supplies	.....	
Other supplies and repairs	13,037 63	
	66,796 31	
For repairs and renewals	222,813 92	
Interest on bonds or loans	167,522 00	
Total cost of production	390,335 92	
Sinking fund	570,69 00	
	447,404 92	

Water Works, Municipality of North Toronto.

Plant installed, 1891.

Gravity or pumping system. Pumping.

Number of gallons pumped per year, 36,823,000.

Total daily capacity of pumps, 1,584,000 gallons.

Average daily consumption, 1,086,000 gallons.

Cost of production for 1,000 gallons, 031.5.

Population of municipality, 3,000.

Capital Expenditure.

Reservoirs		
Cost of mains		
Cost of service pipes	97,554 24	
Cost of hydrants		
Cost of real estate and buildings	.....	
Other assets	.....	
Total assets	97,554 24	
Debentures or bonds current	77,342 89	
Bank over draft	12,667 82	
Municipal over draft	2,128 69	
Total liabilities	92,139 40	

Gross earnings:		
From sale of water—		
By meter	329 73	
By contract	2,088 36	
From sale of meters	.....	
From permits tapping mains	1,140 46	
From other sources	888 57	
Total income	4,447 12	
Less operating expenses	11,600 93	
Deficiency for year	7,153 81	

Water Works, Municipality of North Toronto.—*Continued.*

Operating expenses:		Supplies—Fuel	994 26
Salaries of officers, superintendents, clerks, etc	863 15	Pumping station supplies	
Office supplies and expenses		Other supplies	1,401 76
Insurance, explosion	25 00		2,396 02
Legal expenses and damages	35 00	For repairs and renewals, includes new boiler and pump	2,820 36
Other expenses		Interest on bonds or loans	3,428 13
Wages	2,093 27		
	2,956 42	Total cost of production	11,600 93

Water Works, Municipality of Toronto Junction.

Plant installed, 1889.

Gravity or pumping system. Pumping.

Number of gallons pumped during year, 500,000,000.

Total daily capacity of pumps, 3,750,000 gallons.

Average daily consumption, 1,157,000 gallons.

Cost of production for 1,000 gallons, .032.

Population of municipality, 10,151.

Capital Expenditure.

Reservoirs, Cost of mains, Cost of service pipe, Cost of hydrants, Cost of real estate and buildings	Estimate 200,000 00	Gross earnings:	
Other assets		From sale of water—By meter, By contract	16,908 06
Total assets		From sale of meters	
Debentures or bonds current	200,000 00	From permits tapping mains	
Bank over draft		From other sources	
Municipal over draft		Total income	16,908 06
Total liabilities	200,000 00	Less operating expenses	
		Surplus	708 47
		Operating expenses:	
		Salaries of officers, superintendents, clerks, etc	1,200 00
		Office supplies and expenses	
		Insurance	
		Legal expenses and damages	
		Other expenses	
		Wages	3,996 35
		Supplies—Fuel	4,472 80
		Pumping station supplies	227 98
		Filtration supplies	
		Other supplies	3 078 81
			13,199 59
		For repairs and renewals	223 65
		Interest on bonds or loans	3.000 00
		Total cost of production	16,199 59

Water Works, Municipality of East Toronto.

Plant installed, 1905.

Gravity or pumping system. Pumping.

Number of gallons pumped per year, 38,325,000.

Total daily capacity of pumps, 720,000 gals.

Average daily consumption, 105,000.

Cost of production for 1,000 gallons, 0.25.76.

Population of municipality, 4,200.

Capital Expenditure.

Reservoirs, Cost of mains, Cost of service pipes, Cost of hydrants, Cost of real estate and buildings, Other assets	96,644 21		
Total assets	96,644 21		
Debentures or bonds current	725 00		
Less applicable to elec. light	5,894 16		
Municipal over draft			
Total liabilities	66,605 84		

Water Works, Municipality of East Toronto.—*Continued.*

Gross earnings:	
From sale of water	4,060 53
Hydrants rental	520 00
From street watering	600 00
From permits tapping mains	.....
From other sources	100 00
Total income	5,280 53
Less operating expenses	9,875 80
Deficiency for year	4,595 27
Operating expenses:	
Power	4,260 00
Salaries of officers, superintendents, clerks, etc	.....
Office supplies and expenses	.....
Insurance	.....
Legal expenses and damages	.....
Other expenses	.....
Wages	655 62
Supplies—Fuel	.....
Pumping station supplies	.....
Filtration supplies	.....
Other supplies	.....
Depreciation Interes on bonds or loans and debentures paid	4,960 18
Total cost of production	9,875 80

Water Works, Municipality of Whitby.

Plant installed, 1904.

Gravity or pumping system. Pumping.

Number of gallons pumped per tyear, no record.

Total daily capacity of pumps, no record.

Average daily consumption, no record.

Cost of production for 1,000 gallons, no record.

Population of municipality, 2,350.

Capital Expenditure.

Cost of land	100 00
Water tower	6,475 00
Conduits	2,300 00
Cost of service pipes	.....
Cost of pumping equipment	3,700 00
Cost of real estate and buildings	1,936 82
Cost of mains	36,053 05
Other assets	2,292 53
Total assets	52,857 40
Debentures or bonds current	49,360 50
Bank over draft	.....
Municipal over draft	.....
Total liabilities, 4%	49,360 50

Gross earnings:	
From sale of water	1,167 00
By meter	.....
By contract	.....
From sale of meters	.....
From permits tapping mains	.....
From other sources	383 22
Total income	1,550 22
Less operating expenses	1,683 53
Deficiency for year	133 31
Operating expenses:	
Salaries of officers, superintendents, clerks, etc Office supplies and expenses Insurance Legal expenses and damages Other expenses Wages	*1,683 53
Supplies—Fuel Pumping station supplies Filtration supplies Other supplies For repairs and renewals Interest on bonds or loans	
Total cost of production	1,683 53

Water Works, Municipality of Woodstock.

Plant installed, 1880.

Gravity or pumping system. Pumping.

Number of gallons pumped per year, 420,616,358.

Total daily capacity of pumps.

Average daily consumption.

Cost of production for 1,000 gallons, .0355.

Population of municipality, 9,422.

Capital Expenditure.

Purchase price of old plant	25,000 00
Reservoirs	9,225 30
Cost of mains	75,101 67
Cost of service pipes	15,653 98
Cost of hydrants	5,493 58
Cost of real estate and buildings	12,613 36
Other assets	68,449 58
Total assets	211,537 47
Debentures or bonds current	181,522 13
Bank over draft	.....
Sinking Fund	33,378 97
Municipal over draft	.....
Total liabilities	148,143 16

Gross earnings:	
From sale of water—	
By meter	2,241 85
By contract	15,651 43
From sale of meters	.....
From permits tapping mains	.....
From other sources	6,888 70
Total income	24,781 98
Less operating expenses	14,947 44
Surplus	9,834 54
Operating expenses:	
Salaries of officers, superintendents, clerks, etc	1,200 00
Office supplies and expenses	118 45
Insurance	27 25
Legal expenses and damages	.....
Other expenses	.....
Wages	1,059 18
	2 404 88
Supplies—Fuel	4,770 50
Pumping station supplies	802 31
Filtration supplies	.....
Other supplies	.....
	5,572 81
For repairs and renewals	531 08
Interest on bonds or loans	6,438 67
	6,969 75
Total cost of production	14,947 44

* Electric lighting and water works are operated by a common management; these figures shew proportion of operation charged to water works.

Public Utilities—Water Works.

Tabulated Statement from Reports of Municipalities.

Municipality.	Total investment.	Debenture and other debts.	Sinking fund.	Net debt.	Income.	Expenditure.	Surplus.
	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.
Aylmer	66,022 00	42,337 18		42,337 18	2,172 00	2,570 00	*398 00
Arnprior	80,494 00	52,710 59		52,710 59	3,841 00	6,130 00	*2,289 00
Barrie	125,250 39	102,576 94		102,576 94	11,136 58	6,650 85	4,485 73
Berlin	173,398 92	102,435 88	6,840 09	96,595 79	29,467 11	8,888 13	20,578 98
Brantford	416,363 31	42,363 31		42,363 31	42,126 22	29,081 94	13,044 94
Brockville	264,731 07	113,644 82	54,036 42	59,608 40	31,320 39	30,806 00	514 39
Bridgeburg	46,258 93	24,000 00		24,000 00	2,921 95	2,046 86	875 09
Beamsville	15,000 00	11,690 00		11,690 00	400 00	725 00	*325 00
Bracebridge	46,000 00	28,706 80		28,706 80	4,316 30	2,356 93	1,959 37
Brampton	100,000 00				4,467 10	948 30	3,518 10
Cornwall	139,746 58	118,823 56		118,823 56	13,367 52	8,934 15	4,433 37
Collingwood	101,479 85	53,193 66		53,193 66	12,293 74	10,542 11	1,751 63
Creemore	22,000 00	22,000 00		22,000 00	545 51	1,336 36	*787 85
Dundas	56,008 92	22,242 04		22,242 04	1,917 16	6,385 86	*4,468 70
Dunville	22,148 43	8,615 70		8,615 70	2,504 50	2,686 89	*182 39
Deseronto							
Essex	21,600 00	22,524 97		22,524 97	2,104 14	3,438 56	*1,334 42
Fort Frances	44,000 00	43,500 00		43,500 00			
Fort William	270,127 79	258,454 98	12,314 47	246,140 51	17,880 00	18,113 50	*233 50
Georgetown	40,000 00	37,100 00		37,100 00	2,113 62	2,224 20	*110 58
Galt	189,835 06	120,164 92	56,161 67	64,003 25	20,345 90	18,780 63	1,565 27
Hayner	24,000 00	20,057 03		20,057 03	972 00	1,409 63	*137 63
Hintonburg	102,860 68	82,032 86		82,032 86	7,400 66	7,550 72	*150 06
Hawkesbury	160,945 67	88,330 20		88,330 20	4,084 20	2,974 91	1,109 29
Hamilton	2,357,125 00	942,988 00	220,236 00	722,752 00	211,873 67	98,643 82	113,229 85
Houffville	25,000 00	20,283 00		20,283 00	511 11	1,025 11	*514 00
Iroquois	40,099 87	21,890 81		21,890 81	1,273 73	919 59	354 14
Kenora	183,375 56	170,550 51		170,550 51	14,951 32	11,364 68	3,586 64
Kincardine	44,789 93	34,528 69		34,528 69	2,298 20	2,822 00	*523 80
Kingston	309,402 69	230,945 83		230,945 83	37,564 25	21,703 73	15,860 52
Kingsville	28,320 04	13,641 15		13,641 15	1,391 63	2,616 72	*1,225 09
Lucknow	10,000 00	4,420 00	5,580 00			990 75	
Listowell	40,000 00	33,216 02		33,216 02	1,652 00	4,180 47	*2,528 47
London	902,521 54	902,521 54		902,521 54	108,714 04	61,797 19	46,916 85

Lindsay	96,115 79	90,098 27		90,098 27	12,223 47	8,709 05	3,514 42
Merritton	75,000 00	38,293 13		38,293 13	5,086 25	4,218 99	867 26
Morrisburg	35,000 00	16,405 41		16,405 41	2,511 95	2,400 02	111 93
Mitchell							
Mount Forest	34,500 00	29,742 88		29,742 88	3,242 95	3,222 07	20 88
New Liskeard							
North Bay	105,511 91	65,587 19		65,587 19	11,051 50	14,056 99	3,005 49
Niagara Falls	176,000 00	81,795 89		81,795 89	17,843 07	8,378 86	9,464 21
Newmarket	49,625 00	30,104 03		30,104 03	10,006 77	10,319 95	*313 18
Owen Sound	148,089 72	96,389 06	37,865 12	58,523 94	14,900 17	8,488 15	6,412 02
Oshawa	131,825 41	128,209 18		128,209 18	3,615 36	7,994 42	*4,379 06
Ottawa	2,000,000 00	1,507,065 67	20,185 00	1,486,880 67	172,680 41	154,428 73	18,251 68
Port Hope	100,632 83	44,219 72		44,219 72	7,829 89	4,656 38	3,173 51
Port Arthur	440,112 35	463,000 00		463,000 00	9,812 72	under construction.	
Peterborough	311,565 43	301,695 36		301,695 36	32,680 08	18,260 67	14,419 41
Penetanguishene	46,000 00	29,000 00		29,000 00	3,847 08	3,613 04	234 04
Paisley	6,500 00				24 23	393 70	*369 47
Prescott	106,464 74	60,000 00		60,000 00	7,188 78	7,158 59	30 19
Parry Sound	50,891 76	32,145 23		32,145 23	5,102 29	3,650 77	1,451 52
Preston	24,224 87			in process of instal lation.			
Port Perry	24,000 00	22,788 00		22,788 00	4,379 80	6,076 46	*1,696 66
Petrolea	190,258 68	130,640 26		130,640 26	16,011 83	17,188 09	*1,176 26
Paris	77,000 00	12,000 00		12,000 00	5,559 00	3,109 00	2,450 00
Port Colborne	25,000 00	19,431 36		19,431 36	1,800 00	1,474 00	326 00
Renfrew	75,044 31	57,774 94		57,774 94	9,150 69	7,665 58	1,485 11
Stratford	170,656 77	152,847 02		152,847 02	21,093 14	15,556 25	5,536 89
Shelbourne	25,000 00	11,348 64		11,348 64	1,151 45	1,212 28	*60 83
St. Catharines	533,146 89	319,574 46	25,425 54	294,148 92	38,202 61	23,905 72	14,296 89
St. Thomas	214,146 92	149,432 48		149,432 48	34,118 90	19,992 99	14,125 91
Sarnia	188,050 00	106,871 74		106,871 74	24,117 84	18,973 30	5,144 54
Smith's Falls	220,000 00	186,072 11		186,072 11	9,100 39	4,392 13	4,707 96
Southampton	29,159 00	27,280 18		27,280 18			
Tilbury	18,601 99	5,427 00		5,427 00	820 00	937 01	*117 01
Teeswater	15,000 00	10,500 00		10,500 00			
Thessalon	18,090 00	13,666 21		13,666 21	1,626 96	2,875 00	*1,248 04
Toronto	6,116,450 05	4,646,433 20		4,646,433 20	488,309 79	447,404 92	40,904 87
Toronto (East)	96,644 21	94,192 49		94,192 49	5,280 53	9,875 80	*4,595 27
Toronto (North)	97,554 24	92,139 40		92,139 40	4,447 12	11,600 93	*7,153 81
Toronto Junction	200,000 00	200,000 00		200,000 00	16,908 06	16,199 59	708 47
Welland	79,952 37						
Whitby	52,857 40	49,360 00		49,360 00	1,550 22	1,683 53	*133 31
Woodstock	211,537 47	148,143 00	33,378 97	114,764 03	24,781 98	14,947 44	9,834 54
Totals	19,085,116 34	13,256,164 50	462,023 28	12,502,301 22	1,626,984 83	1,265,666 29	431,013 29

* Deficits.

Public Utilities—Water Works.

Tabulated Statements from Reports of Municipalities.

Municipality.	Population.	Total Production.	Cost of Production per 1,000 Gallons.
Arnprior	4,264	65,700,000	0572
Aylmer	2,500	No Record.	
Barrie	7,000	66,913,400	135
Beamsville	900	4,000,000	26
Berlin	12,151	263,189,500	0494
Bracebridge	3,000	20,000,000	1178
Brampton	3,103	No Record.	
Brantford	20,000	731,971,200	0397
Bridgeburg	1,500	No Record.	
Brockville	9,500	807,504,902	0325
Collingwood	7,412	235,956,700	0447
Cornwall	6,300	No Record.	
Creemore	675	No Record.	
Deseronto		No Record.	
Dundas	3,696	No Record.	
Dunville	2,700	No Record.	
Essex	1,300	23,632,000	14.5
Fort Frances	1,650	No Record.	
Fort William	14,000	291,270,000	0747
Galt	8,602	263,084,000	05048
Georgetown	1,512	No Record.	
Hamilton	65,000	2,259,657,670	04365
Hawkesbury	4,500	109,500,000	27
Hintonburg	3,400	No Record.	
Iroquois	900	50,000,000	0389
Kenora	6,000	131,400,000	0865
Kincardine	2,681	No Record.	
Kingston	19,000	753,101,009	0288
Kingsville	1,600	13,700,000	194
Lindsay	8,000	158,371,500	55
Listowell	2,800	36,500,000	114
London	43,500	1,290,531,281	0477
Lucknow	1,078	No Record.	
Mitchell	1,850	No Record.	
Morrisburg	1,600	182,500,000	131
Merritton	1,529	No Record.	
Mount Forest	2,300	44,000,000	073
New Liskeard	Under	Construction.	
Newmarket	3,000	33,000,000	031
Niagara Falls	8,205	No Record.	
North Bay	6,000	No Record.	
Oshawa	5,585	48,931,299	163
Ottawa	67,572	4,498,565,000	0343
Owen Sound	10,765	235,753,500	036
Port Arthur	14,500	Under	Construction.
Port Hope	5,000	58,039,100	0802
Paisley	950	No Record.	
Paris	3,700	146,000,000	0213
Parry Sound	3,500	33,215,000	1009
Peterboro	14,962	505,049,080	036
Penetanguishene	3,200	No Record.	
Petrolea	4,000	234,008,035	0687
Port Colborne	1,300	No Record.	
Port Perry	1,500		
Prescott	3,041	69,089,400	1036
Preston	3,000	No Record.	
Renfrew	3,500	168,000,000	045
Sarnia	9,308	862,725,700	0220
Shelbourne	1,200	No Record.	

PUBLIC UTILITIES—WATER WORKS.—*Continued.*

Municipality.	Population.	Total Production.	Cost of Production per 1,000 Gallons.
Smith's Falls	5,362	255,500,000	0171
Southampton	1,700	14,000,000	No Record.
St. Catharines	12,250	788,000,000	027
Stouffville	1,100	No Record.	
Stratford	13,219	231,763,900	07763
St. Thomas	13,414	428,327,395	0463
Stayner	1,300	No Record.	
Teeswater	915	No Record.	
Thessalon	1,500	No Record.	
Tilbury	1,227	No Record.	
Toronto	300,000	9,859,486,414	04537
Toronto (East)	4,200	38,325,000	02576
Toronto (Junction)	10,151	500,000,000	032
Toronto (North)	3,000	36,823,000	0315
Welland			
Whitby	2,350	No Record.	
Woodstock	9,422	420,616,358	0355

ELECTRIC LIGHT AND POWER WORKS.

ELECTRIC LIGHT AND POWER WORKS, MUNICIPALITY OF ACTON.

Plant acquired or installed, 1898.

Total assessed valuation of real estate in municipality, $391,550.

Amount at par of bonds issued during year for lighting and power purposes.

Amount of outstanding debentures, 31st December, 1906, $6,000.

Motive power. Steam.

Number com. arc lamps supplied. None.

Nominal candle power.

Number municipal arc lamps. None.

Nominal candle power.

Number incandescent lamps supplied—
Mun. 1,200
Com. 600 } 1,800

Nominal candle power, 16 c.p.

Amount of power supplied to customers K.W.

Price charged for com. arc lamps.

Price charged for com. incandescent lamps, $10 per K.W.

Price charged for electric power per K.W.

Cost per public arc lamp.

Cost per public incandescent lamp, $10.

Gross earnings		3,824 20
Less operating expenses		2,626 31
Net earnings from operation		1,197 89
Deductions from net income		
Inter. on debenture debt	240 00	442 00
Sinking fund	202 00	
Reconstruction reserve fund		
Other deductions		
Surplus		755 89
Operating expenses:		
Salaries—production		600 00
Wages "		2,026 31
Fuel		
Oil, waste and sundries		
Repairs		
General expenses		
		2,626 31
Depreciation		
Total operating expenses		2,626 31
Assets		
Liabilities		
Debentures outstanding		6,000 00

Electric Light and Power Works, Municipality of Almonte.

Plant acquired or installed, 1902.

Total assesed valuation of real estate in municipality, $600,000.

Amount at par of bonds issued during year for lighting and power purposes.

Amount of outstanding debentures, 31st December, 1906, $35,000.

Motive power. Water.

Number com. arc lamps supplied, 7.

Nominal candle power, 800.

Number municipal arc lamps, 16.

Nominal candle power, 1,200.

Number incandescent lamps supplied, 500.

Nominal candle power, 8 c.p. and 16 c.p.

Amount of power supplied to customers K.W.

Price charged for com. arc lamps, 60c. per week.

Price charged for com. incandescent lamps, 8 c.p., 4½c. per week; 16 c.p. 7½ per week.

Price charged for electric power per K.W.

Cost per public arc lamp, $58 estimated.

Cost per public incandescent lamp. Com. rate.

Gross earnings	7,325 18	
Less operating expenses	3,155 76	
Net earnings from operation	4,169 42	
Deductions from net income		
Interest on debenture debt	1,200 00	
Sinking fund	630 58	
Reconstruction reserve fund		
Other deductions, debenture paid	367 91	
	2,198 49	
Surplus	1,970 93	

Construction and Equipement.

Land occupied by generating stations	
Land occupied by sub-stations	
Water rights	
Hydraulic structures	
Generating station buildings	
Sub-station buildings	
Other real estate	
Rights of way	
Hydraulic machinery and apparatus (generating stations)	
Steam machinery and apparatus (generating station)	
Gas machinery and apparatus generating stations)	
Electrical apparatus (generating station)	
Sub-station apparatus	38,000 00
Transmission lines	
Ronstruction, poles and lines	
Construction, subways and cables	
Services	
Line transformers	
Meters	
Arc lamps	
Incandescent lamps	
Motors	
Fixtures and merchandise	
Tools and implements	
Testing apparatus	
Stable equipment	
Steam heating plant, fixtures and appliances	
Office furniture and fixtures	
Capital expenditure	38,000 00
Material supplies	300 00
Accounts receivable bank	2,400 00
Non-paid rates	1,200 00
Total assets	41.900 00

Liabilities.

Debentures current	35,000 00
Less at Debit Sinking Fund acct.	4,126 73
	30,873 27

Electric Light and Power Works, Municipality of Aylmer.

Plant acquired or installed, 1897.

Total assessed valuation of real estate in municipality, $795,820.

Amount at par of bonds issued during year for lighting and power purposes.

Amount of outstanding debentures, 31st December, 1906.

Motive power. Steam.

Number com. arc lamps supplied, 6.

Nominal candle power, 800 c.p.

Number municipal arc lamps, 12.

Nominal candle power, 2,000 c.p.

Number incandescent lamps supplied, com., 1,800.

Nominal candle power, 16 c.p.

Amount of power supplied to customers K.W.

Price charged for com. arc lamps. Metred.

Prices charged for com. incandescent lamps. Metred.

Price charged for electric power per K.W.

Cost per public arc lamp, $75 estimated.

Cost per public incandescent lamp, $10 estimated.

Gross earnings	
Less operating expenses	
Net earnings from operation	
Deductions from net income	
Interest on debenture debt	
Sinking fund	
Reconstruction reserve fund	
Other deductions	
Surplus	

Electric Light and Power Works, Municipality of Barrie.

Plant acquired, 1898.

Total assessed valuation of real estate in municipality, $2,697,180.

Amount at par of bonds issued during year for lighting and power purposes, $27,000.

Amount of outstanding debentures, 31st December, 1906, $27,000.

Motive power. Steam.

Number com. arc lamps supplied,

Nominal candle power,

Number municipal arc lamps, 52.

Nominal candle power, 6.6 ampere.

Number incandescent lamps supplied, commercial, 7,000.

Nominal candle power, 2. to 32 c.p.

Amount of power supplied to customers, K. W., none.

Price charged for com. arc lamps, none.

Price charged for com. incandescent lamps, meter 10. k.w. hour.

Price charged for electric power per K.W.

Cost per public arc lamp, $50, estimated.

Cost per public incandescent lamp, $20, estimated.

Gross earnings:	
Street arc lights	2,600 00
Street incandescent lights	440 00
Commercial lights	10,541 82
	13,581 82
Less operating expenses	9,873 08
Net earnings from operation	3,708 74
Deductions from net income	.....
Interest on debenture debt	1,252 23
Debenture paid	1,764 62
Sinking fund	3,016 85
Reconstruction reserve fund	.....
Other deductions	.....
Surplus	691 89
Operating expenses:	
Salaries—production	3,112 10
Wages "	4,292 81
Fuel	.....
Oil, waste and sundries / Repairs	1,119 80
General expenses	1,348 37
Depreciation	.....
Total operating expenses	9,873 08
Assets	.....
Liabilities	.....

Electric Light and Power Works, Municipality of Bothwell.

Plant acquired or installed, 1899.

Total assessed valuation of real estate in municipality, $202,000.

Amount at par of bonds issued during year for lighting and power purposes.

Amount of outstanding debentures, 31st December, 1906.

Motive power. Steam.

Number com. arc lamps supplied. None.

Nominal candle power.

Number municipal arc lamps, 15.

Nominal candle power, 2,000 c.p.

Number incandescent lamps supplied.

Nominal candle power, 16 c.p.

Amount of power supplied to customers, K.W., none.

Price charged for com. arc lamps,

Price charged for com. incandescent lamps, $4.20 per year.

Price charged for electric power per K.W., none.

Cost per public arc lamp, no record.

Cost per public incandescent lamp.

Gross earnings:	
Incandescent lights	1,567 02
Arc lights, street	684 00
	2,251 02
Less operating expenses	1,307 55
Net earnings from operation	943 47
Deductions from net income	.....
Interest on debenture debt	158 98
Sinking fund	.....
Reconstruction reserve fund	.....
Other deductions	.....
Surplus	784 49
Operating expenses:	
Salaries—production	547 50
Wages "	.....
Fuel	582 40
Oil, waste and sundries	3,205 00
Repairs, etc.	145 60
General expenses	.....
Depreciation	.....
Total operating expenses	1,307 55

Electric Light and Power Works, Municipality of Bracebridge.

Plant acquired or installed, 1895.
Total assessed valuation of real estate in municipality, $74,767.68.
Amount at par of bonds issued during year for lighting and power purposes. $14,000.00.
Amount of outstanding debentures, 31st December, 1906, $51,231.95.
Motive power. Water.
Number com. arc lamps supp'lied. 13.
Nominal candle power. Average 1,000 C. P.
Number municipal arc lamps. None.
Nominal candle power. ——
Number incandescent lamps supplied. Municipal, 255 ; commercial, 3,492.
Nominal candle power. Commercial, 16 candle power.
Amount of power supplied to customers K.W. 445 H. P.
Price charged for com. arc lamps. $25.00 per year.
Price charged for com. incandescent lamps.
Price charged for electric power per K. W. $12.50 per H. P., 10 hours.
Cost per public arc lamp. $15.00 per H. P., 24 hours.
Cost per public arc lamp. None.
Cost per public incandescent lamp.

Gross earnings		12,010 37
Less operating expenses		3,013 96
Net earnings from operation		8,996 41
Deductions from net income		.....
Interest on debenture debt		2,185 70
Sinking fund		.....
Debentures		2,442 36
Reconstruction reserve fund		.....
Other deductions		.....
		4,628 06
Surplus		4,368 35
Assets		70,000 00
Debentures current		51,231 95
Receipts :		
From com. arc lights and incandescent lights		7,521 79
From arc lights, public buildings		100 00
From street lights		840 00
From sale of power		3,548 48
		12,010 27
Operating expenses :		
Production		900 00
Fuel		51 45
Oil waste and sundries		91 00
Repairs, buildings		89 19
Repairs, electric apparatus		78 88
Station expense		45 36
Distribution :		
Salaries		956 36
Operating street lamps		27 61
Repairs, poles, lamps, meters, etc.		177 31
General expense		246 80
Damages		350 00
Total operating expenses		3,013 96

Electric Light and Power Works, Municipality of Brockville.

Plant acquired or installed.
Total assessed value of real estate in municipality, $3,322,955.
Amount at par of bonds issued during year for lighting and power purposes, $5,000.
Amount of outstanding debentures, 31st December, 1906, $13,508,467.
Motive Power, steam.
Number com. arc lamps supplied, 26.
Nominal candle power, 1,200 c. p.
Number municipal arc lamps, 75.
Nominal candle power, 1,200 c. p.
Number incandescent lamps supplied, municipal 25, com. 5,000.
Nominal candle power, 2 to 32 c. p.
Amount of power supplied to customers, K.W., 362,822 K.W.
Price charged for com. arc lamps, 10c. per K.W., net.
Price charged for com. incandescent lamps, 10c. per K.W., net.
Price charged for electric power per K.W., 10c. per K.W., net.
Cost per public arc lamp, $62.25.
Cost per public incandescent lamp, $22.

Gross Earnings :		
From com. arc. lights		330 25
" " " and incandescent lights by meter		10,910 90
From public buildings, com. arc and incandescent lights		324 20
From street arc lights		4,730 00
From street incandescent lights		550 00
		16,845 35
From other sources		22 32
Total income		16,867 67
Less operating expenses		10,605 91
		6,261 76
Deductions from net income :		
Interest on debenture debt		2,167 32
Sinking fund, debenture paid off		2,526 80
		4,694 12
Reconstruction reserve fund		.....
Other deductions		.....
Surplus for year		1,567 64

ELECTRIC LIGHT AND POWER WORKS, MUNICIPALITY OF BROCKVILLE.—*Continued.*

Operating expenses :		
Salaries—production	.....	.....
Wages "	.....	3,994 73
Fuel	.....	2,691 35
Oil, waste and sundries	.....	439 76
Repairs	.....	477 23
General expenses	.....	1,655 40
Depreciation	.....	1,347 44
Total operating expenses	..	10,605 91

Assets :		
Plant machinery account	.....	172,769 15
Other assets	.....	17,336 25
		*190,105 40
To Corporation of Brockville	....	135,084 67
To bank overdraft	.....	11,560 48
		146,645 15

ELECTRIC LIGHT AND POWER WORKS, MUNICIPALITY OF COLLINGWOOD.

Plant acquired or installed, 1900.
Total assessed valuation of real estate in municipality, $2,192,915.
Amount at par of bonds issued during year for lighting and power purposes, none.
Amount of outstanding debentures, 31st December, 1906, none.
Motive power, steam.
Number com. arc lamps supplied, none.
Nominal candle power, none.
Number municipal arc lamps, 60.
Nominal candle power, 1,600-2,000.
Number incandescent lamps supplied, municipal, 7.
Nominal candle power, 32.
Amount of power supplied to customers K. W., none.
Price charged for com. arc lamps, none.
Price charged for com. incandescent lamps, none.
Price charged for electric power per K.W., none.
Cost per public arc lamp, $40 estimated.
Cost per public incandescent lamp, estimated $25.

Gross earnings :		
From com. arc and incandescent lights	.....	11,112 92
From com. arc and incandescent lights, public buildings		500 00
From street arc lamps	.....	3,600 00
From street incandescent lights	.....	120 00
		15,332 92
From other sources	.....	97 32
		15,430 24
Less operating expenses	.....	9,920 04
Surplus	....	5,510 20
Less Interest on debenture debt	.....	2,679 93
Sinking fund	.....	.....
Reconstruction reserve fund	..	.....
Other deductions	.....	.....
Surplus or deficit	.....	2,830 27
Operating expenses :		
Salaries—production	.....	2,245 00
Wages	.. . .	.....
Fuel	....	4,286 48
Oil, waste and sundries	.....	331 00
Repairs, etc.	.....	1,523 56
General expenses	.....	1,534 00
Depreciation	.....	.....
Total operating expenses		9,920 04
Assets :		
Value of plant, etc	.....	51,753 25
Debentures current	.....	26,596 82

* The gas plant and electric light and power plant are kept in one capital account ; this sum represents outlay on both.

Electric Light and Power Works, Municipality of Dresden.

Plant acquired and installed, 1901.

Total assessed valuation of real estate in municipality, $462,490.

Amount at par of bonds issued during year for lighting and power purposes.

Amount of outstanding debentures, 31st December, 1906, $9,034.

Motive power. Steam.

Number com. arc lamps supplied, none.

Nominal candle power, none.

Nnmber municipal arc lamps, none.

Nominal candle power, none.

Number incandescent lights supplied, municipal, 70.

Nominal candle power, 32.

Number commercial incandescent lights, 1,000. 16 c. p.

Amount of power supplied to customers K.W.

Price charged for com. arc lamps.

Price charged for com. incandescent lamps, $3.00 to $6.50 per year.

Price charged for electric power per .W.K

Cost per arc lamp.

Cost per public incandescent lamp. None.

Gross earnings:		
From com. incandescent lights.	2,831 94	
From com. incandescent lights, public buildings	347 95	
From street incandescent lights	800 00	
	3,979 89	
From other sources	204 23	
	4,184 12	
Operating expenses	3,391 33	
	592 79	
Deductions from net income		
Interest on debenture debt	361 36	
Sinking fund		
Reconstruction reserve fund		
Other deductions		
Surplus	431 43	
Operating expenses:		
Salaries, Wages	848 05	
Fuel	1,551 16	
Oil, waste and sundries	234 32	
Repairs	159 07	
General expenses	100 00	
Depreciation	498 23	
Total operating expenses	3,391 33	
Assets:		
Amount invested in plant, etc	Not given	
Debentures outstanding 31st December, 1906	9,034 00	

Electric Light and Power Works, Municipality of Dundalk.

Plant acquired or installed, 1899.
Total assessed valuation of real estate in municipality. $243,837.00.
Amount at par of bonds issued during year for lighting and power purposes.
Amount of outstanding debentures, 31st December, 1906. $478,270 00.
Motive power. Steam.
Number com. arc lamps supplied.
Nominal candle power.
Number incandescent commercial lamps, 450.
Nominal candle power, 16 c. p.
Number municipal incandescent lamps supplied, 28.
Nominal candle power, 32 c. p.
Amount of power supplied to customers K.W., none.
Price charged for com. arc lamps, no data.
Price charged for com. incandescent lamps, 35c. per month per 16 c. p.
Price charged for electric power per K.W.
Cost per public arc lamp.
Cost per public incandescent lamp.

Operating expenses:		
Salaries, Wages	536 45	
Fuel	887 40	
Oil, waste and sundries	168 88	
Repairs	577 85	
General expenses		
Depreciation		
Total operating expenses	2,170 58	
Assets	58	
Outlay on plant, etc	73 70	
Debentures outstanding	4,782 07	
Gross earnings	2,362 25	
Less operating expenses	2,170 58	
	191 67	
Deductions from net income		
Interest on debenture debt, estimated	140 00	
Sinking Fund	51 67	
Surplus		

Electric Light and Power Works, Municipality of Fort William.

Plant acquired or installed.
Total assessed valuation of real estate in municipality.
Amount at par of bonds issued during year for lighting and power purposes.
Amount of outstanding debentures, 31st December, 1906.
Motive power.
Number com. arc lamps supplied, 20.
Nominal candle power, 2,000 c. p.
Number municipal arc lamps, 100.
Nominal candle power, 2,000 c. p.
Number incandescent lamps supplied, municipal, 150; commercial, 15,000.
Nominal candle power, 16.
Amount of power supplied to customers K.W.
Price charged for com. arc lamps, $27 per year.
Price charged for com. incandescent lamps, $5.40 per year.
Price charged for electric power per K.W., 10c.
Cost per public arc lamp, $45.00.
Cost per public incandescent lamp, 35c per month.

Operating expenses:		
Wages, etc., power system	17,564 45	
Fuel, Oil, waste and sundries	2,214 37	
Repairs, etc	349 62	
General expenses and salaries	6,631 42	
Discounts	3,419 00	
Total operating expenses		30,178 86
Assets:		
Plant, poles, etc		125,644 00
Liabilities:		
Debentures current		114,000 00
Gross earnings:		
Street arc lights	3,400 00	
General consumers	27,700 15	
Municipal power service	1,830 41	
Other sources	3,419 00	
	36,349 56	
Less operating expenses	30,178 86	
	6,170 70	
Deductions from net income	2,080 65	
Interest on debenture debt	.....	
Sinking fund	.....	
Reconstruction reserve fund	.....	
Other deductions	.....	
Surplus	4,090 05	

Electric Light and Power Works, Municipality of Hespeler.

Plant acquired or installed, 1901.
Total assessed valuation of real estate in municipality, $715,230.00.
Amount at par of bonds issued during year for lighting and power purposes.
Amount of outstanding debentures, 31st December, 1906, $10,458.05.
Motive power, steam.
Number com. arc lamps supplied. None.
Nominal candle power.
Number municipal arc lamps, 19.
Nominal candle power, 1,200.
Number of incandescent lamps supplied, municipal, 50.
Number incandescent lamps supplied, commercial, 1,500.
Nominal candle power, 16 c. p.
Amount of power supplied to customers K. W., none.
Price charged for com. arc lamps. None in use.
Price charged for com. incandescent lamps, 12c. per K.W.
Price charged for electric power per K.W. None sold.
Cost per public arc lamp, $60 estimated.
Cost per public incandescent lamp, $25 estimated.

Operating expenses:		
Salaries, Wages	1,236 95	
Fuel	2,051 39	
Oil, waste and sundries	163 9	
Repairs	277 2	
General expenses	.....	
	3,729 52	
Depreciation	1,265 56	
Total expenses of operation		4,995 08
Assets:		
Plant, poles, wire, etc		1,1799 77
Liabilities:		
Debentures outstanding		10,458 05
Gross earnings:		
From com. arc and incandescents	2,976 36	
From street arc lights	1,500 00	
From street incandescent lights	50 00	
Other sources	266 40	
	4,792 76	
Operating expenses	4,995 08	
	202 32	
Deductions from net income	.....	
Interest on debenture debt	647 39	
Principal paid	824 35	
	1,471 74	
Reconstruction reserve fund	.....	
Other deductions	.....	
Deficit	1,674 06	

Electric Light and Power Works, Municipality of Iroquois.

Plant acquired or installed, 1902.
Total assessed valuation of real estate in municipality, $328,680.
Amount at par of bonds issued during year for lighting and power purposes.
Amount of outstanding debentures, 31st December, 1906, $78,541.59 (all purposes).
Motive power, water.
Number com. arc lamps supplied.
Nominal candle power.
Number municipal arc lamps, 13.
Nominal candle power, 200.
Number incandescent lamps supplied, municipal, 30.
Nominal candle power, 50 c.p.
Amount of power supplied to customers K.W.
Price charged for com. arc lamps. None used.
Price charged for com. incandescent lamps, 4 c.p., $1.00; 8 c.p., $1.50; 16 c.p., $2.50; 32 c.p., $4.00.
Price charged for electric power per K.W., $20.
Cost per public arc lamp. No data.
Cost per public incandescent lamp.

Gross earnings, arc and incandescent lights	1,990 19
Less operating expenses	1,030 04
Net earnings from operation	960 15
Less interest on debentures	539 29
Surplus	420 86
Operating expenses:	
Salaries } Wages	860 00
Fuel	90 04
Oil, waste and sundries	.....
Repairs	.....
General expenses	80 00
Depreciation	.....
Total operating expenses	1,030 04
Assets:	
Plant, etc., estimated	25,000 00
Liabilities:	
Debenture debt	22,565 07
Other debts	.....

Electric Light and Power Works, Municipality of Kincardine.

Plant acquired or installed, 1894.
Total assessed valuation of real estate in municipality, $600,588.
Amount at par of bonds issued during year for lighting and power purposes.
Amount of outstanding debentures, 31st December, 1906.
Motive power.
Number com. arc lamps supplied.
Nominal candle power.
Number municipal arc lamps, 19.
Nominal candle power.
Number incandescent lamps supplied, 2,137.
Nominal candle power, 16 c.p.
Amount of power supplied to customers K.W.
Price charged for com. arc lamps.
Prices charged for com. incandescent lamps, $3.00, $3.40, $4.50.
Prices charged for electric power per K.W.:
Factories, 6c. K.W.; dwellings, 8c. K.W.; stores, 10c. K.W.
Cost per public arc lamp, $52.
Cost per public incandescent lamp, $12.

Gross earnings:	
Com. incandescent lights	3,862 72
Arc lights, public buildings	90 00
Arc lights, streets	1,000 00
Incandescent lights	156 00
	5,108 72
Other sources	18 25
	5,126 97
Operating expenses	3,480 39
Deductions from net income	1,646 58
Interest on debenture debt	443 71
Sinking fund	741 80
	1,185 51
Reconstruction reserve fund	.....
Other deductions	.....
Surplus	461 07
Operating expenses:	
Salaries—production	1,136 00
Wages	.....
Fuel	1,562 35
Oil, waste and sundries	124 97
Repairs	303 15
General expenses	353 92
Total operating expenses	3,480 39
Value of plant, wire, etc	17,609 29
	17,609 29
Debentures current	12,070 66
Less sinking fund	540 68
	11,529 98

Electric Light and Power Works, Municipality of Kingston.

Plant acquired or installed.
Total assessed valuation of real estate in municipality, $6,735,092.
Amount at par of bonds issued during year for lighting and power purposes.
Amount of outstanding debentures, 31st December, 1906, $200,125.*
Motive power. Steam.
Number com. arc lamps supplied, none.
Nominal candle power.
Number municipal arc lamps, 144.
Nominal candle power, 7½ a.a.c., 9½ a.d.c.o. and m.
Number incandescent lamps supplied, 3,000.
Nominal candle power. All sizes.
Amount of power supplied to customers K.W., none.
Price charged for com. arc lamps, $62.00 per year.
Price charged for com. incandescent lamps, 10c. K.W. per hour.
Price charged for electric power per K.W., 4c. to 10c. K.W. per hour.
Cost per public arc lamp, $62.00 per year.
Cost per public incandescent lamp. 10c. K.W. per hour.

Operating expenses:		
Salaries—production Wages		5,952 45
Insurance		93 92
Fuel		6,808 74
Oil, waste and sundries		804 05
Taxes		1,795 85
Repairs		5,472 47
		7,268 32
General expenses		6,635 73
Depreciation		
Total operating expenses		27,563 21

Assets:		
Land, including gas works		33,835 79
Poles, cables, transformers, etc.		62,119 67
Fixtures—merchandise		17,185 34
Electrical apparatus, generating station		20,557 44
Hydraulic machinery and apparatus		32,557 26
		166,255 50
Bonds outstanding		200,125 00
Proportion applicable to gas plant		83,225 00
		116,900 00
Gross earnings:		
Com. arcs and incandes. lights.	23,143 68	
Street arc lights	8,620 81	
Railway service	4,221 13	
	35,985 62	
From other sources	1,594 18	
Net earnings from operation.		37,579 80
Less operating expenses		27,563 21
		10,016 59
Deductions from net income		
Interest on debenture debt and principal		6,672 32
Sinking fund		
Reconstruction reserve fund		
Other deductions		
Surplus for year		3,344 27
No sinking fund		
Debentures paid by annual instalments		

Electric Light and Power Works, Municipality of Madoc.

Plant acquired or installed Sept. 26, 1904.
Total assessed valuation of real estate in municipality, $327,696.00.
Amount at par of bonds issued during year for lighting and power purposes.
Amount of outstanding debentures, 31st December, 1906, $8,200.00.
Motive power, steam.
Number com. arc lamps supplied, none.
Nominal candle power.
Number municipal arc lamps, 12.
Nominal candle power, 1,000 c.p.
Number incandescent lamps supplied, commercial, 1,100.
Nominal candle power. 16 c.p.
Number incandescent lamps supplied, municipal, 10.
Nominal candle power, 32 c.p.
Amount of power supplied to customers, K.W., none.
Price charged for com. arc lamps, none.
Price charged for com. incandescent lamps, $7.30.
Price charged for electric power per K.W.
Cost per public arc lamp, $41.00.
Cost per public incandescent lamp, $7.30.

Gross earnings:		
Com. arc and incandes. lights.	2,611 34	
Incandes. street lights	500 00	
	3,111 34	
Total operating expenses	2,249 87	
	861 47	
Deductions from net income		
Interest on debenture debt	212 22	
Sinking fund	450 00	
Reconstruction reserve fund		
Other deductions		
	662 22	
Surplus	199 25	

* Includes debentures issued for gas plant.

ELECTRIC LIGHT AND POWER WORKS, MUNICIPALITY OF MADOC.—*Continued.*

Operating expenses:	
Salaries—production	.....
Wages	700 00
Fuel	1,403 87
Oil, waste and sundries	.....
Repairs	.....
General expenses	146 00
Depreciation	.....
Total operating expenses	2,249 87
Assets:	
Value of plant, etc.	14,063 77
Liabilities:	
Debentures current 31st December, 1906	8,200 00

ELECTRIC LIGHT AND POWER WORKS, MUNICIPALITY OF MITCHELL.

Plant acquired or installed.
Total assessed valuation of real estate in municipality, $766,851.
Amount at par of bonds issued during year for lighting and power purposes, $8,500.00.
Amount of outstanding debentures, 31st December, 1906.
Motive power, steam.
Number com. arc lamps supplied, 6.
Nominal candle power, 1,000.
Number municipal arc lamps, 27.
Nominal candle power, 1,500.
Number incandescent lamps supplied, 1,550.
Nominal candle power, 16.
Amount of power supplied to customers K.W.
Price charged for com. arc lamps, on meter 10c. per K.W.
Price charged for com. incandescent lamps, on meter 10c. per K.W.
Price charged for electric power per K.W., on meter, 10c. per K.W.
Cost per public arc lamp, $50.00 per year.
Cost per public incandescent lamp, $7.00 per year.

Gross earnings	4,100 00
Less operating expenses	.....
Net earnings from operation	.....
Deductions from net income	This municipality either cannot furnish any material information about this plant or does not wish to do so.
Interest on debenture debt	
Sinking fund	
Reconstruction reserve fund	
Other deductions	
Surplus or deficit	

ELECTRIC LIGHT AND POWER WORKS, MUNICIPALITY OF MORRISBURG.

Plant acquired or installed, 1901.
Total assessed valuation of real estate in municipality, $527,900.
Amount at par of bonds issued during year for lighting and power purposes.
Amount of outstanding debentures, 31st December, 1906, $32,500.
Motive power.
Number com. arc lamps supplied, none.
Nominal candle power.
Number municipal arc lamps, none.
Nominal candle power.
Number incandescent lamps supplied, 3,300.
Nominal candle power, 16 c. p.
Amount of power supplied to customers K.W., 120 h. p.
Price charged for com. arc lamps, none.
Price charged for com. incandescent lamps, $1.00 and $2.00 per year.
Price charged for electric power per K.W., $7.50 per year.
Cost per public arc lamp, no record.
Cost per public incandescent lamp.

Gross earnings:	
Incandescent lights	3,388 16
Street lighting	1,000 00
	4,388 16
Less operating expenses	2,237 28
Net earnings from operation	2,150 88
Deductions from net income	1,755 60
Interest on debenture debt	.....
Sinking fund	.....
Reconstruction reserve fund	.....
Other deductions	.....
Surplus	395 28
Operating expenses:	
Salaries—production	.....
Wages "	.....
Fuel	.....
Oil, waste and sundries	.....
Repairs	.....
General expenses	.....
Depreciation	.....
Total operating expenses	2,237 28
Assets:	
Value of plant	42,530 00
Debentures current (Est.)	33,730 00

Electric Light and Power Works, Municipality of Mt. Forest.

Plant acquired or installed, 1901.
Total assessed valuation of real estate in municipality, $745,000.
Amount at par of bonds issued during year for lighting and power purposes.
Amount of outstanding debentures, 31st December, 1906, $10,841.72.
Motive power, steam.
Number com. arc lamps supplied, none.
Nominal candle power.
Number municipal arc lamps, 17.
Nominal candle power, 450.
Number incandescent lamps supplied.
Nominal candle power.
Amount of power supplied to customers K. W., none.
Price charged for com. arc lamps.
Price charged for com. incandescent lamps,
Price charged for electric power per K. W.
Cost per public arc lamp.
Cost per public incandescent lamp, 4.15.

Gross earnings:	
Arc and incandescent lights	3,938 61
Street lighting and public buildings	1,125 00
	5,063 61
Less operating expenses	4,289 40
Net earnings	774 21
Deductions from net income	.....
Interest on debenture and debenture paid	694 00
Surplus	80 21
Operating expenses:	
Salaries—production	767 14
Wages "	.....
Fuel	1,015 83
Oil, waste and sundries	1,411 49
Repairs / General expenses	1,094 94
	4,289 40
Depreciation	.....
Total operating expenses	4,289 40
Assets:	
Construction, equipment, poles, lines, etc.	15,000 00
Liabilities:	
Debentures current, 31st December, 1906	10,841 72

Electric Light and Power Works, Municipality of Napanee.

Plant acquired or installed, 31st December, 1906.
Total assessed valuation of real estate in municipality.
Amount at par of bonds issued during year for lighting and power purposes.
Amount of outstanding debentures, 31st December, 1906, $35,000.
Motive power. Not operating.
Number com. arc lamps supplied.
Nominal candle power.
Number municipal arc lamps.
Nominal candle power.
Number incandescent lamps supplied.
Nominal candle power.
Amount of power supplied to customers K.W.
Price charged for com. arc lamps.
Price charged for com. incandescent lamps.
Price charged for electric power per K.W.
Cost per public arc lamp.
Cost per public incandescent lamp.

Operating expenses:	
Salaries—production / Wages " / Fuel / Oil, waste and sundries / Repairs / General expenses	Operating did not begin till 1907.
Depreciation	.....
Total operating expenses	.....
Assets:	
Total cost of plant, etc., to 31st December, 1906	34,284 63
Debentures issued 1906	35,000 00
Gross earnings. No earnings 1906.	
Less operating expenses	.....
Net earnings from operation	.....
Deductions from net income	.....
Interest on debenture debt	.....
Sinking fund	.....
Reconstruction reserve fund	.....
Other deductions	.....
Surplus or deficit	.....

Electric Light and Power Works, Municipality of Newmarket.

Plant acquired or installed, 1897.
Total assessed valuation of real estate in municipality, $714,865.
Amount at par of bonds issued during year for lighting and power purposes.
Amount of outstanding debentures, 31st December, 1906, $13,740.75.
Motive power.
Number com. arc lamps supplied, 6.
Nominal candle power, 80.
Number commercial and domestic, 3,300.
Nominal candle power, 5-8-16-32.
Number municipal incandescent lamps supplied, 103.
Nominal candle power, 32.
Amount of power supplied to customers K.W., none.
Price charged for com. arc lamps, none.
Price charged for com. incandescent lamps, none.
Price charged for electric power per K.W., none.
Cost per public arc lamp.
Cost per public incandescent lamp, $17.50.

Gross earnings:		
Incandescent lights	5,103 55	
Rent meters	110 55	
Lamps	285 60	
	5,499 70	
Street lighting	2,421 45	
	7,921 15	
Income from water works	2,085 52	
	10,006 67	
Operating expenses	9,459 08	
	547 59	
Interest on debenture debt	860 87	
Sinking fund	.....	
Reconstruction reserve fund	.....	
Other deductions	.....	
Deficit	313 28	

The water works plant and electric light plant are operated together and the operating expenses are not separated.

Operating expenses:		
Salaries—production	.....	
Wages	1,510 00	
Fuel	3,000 00	
Oil, waste and sundries	.....	
Insurance	239 00	
Repairs	.....	
General expenses	2,288 63	
Cost street lighting	2,421 45	
Total operating expenses	9,459 08	
Assets:		
Plant, including water works	49,625 00	
Liabilities:		
Debentures—water works	13,740 75	
Electric light	16,363 28	
	30,104 03	

Electric Light and Power Works, Municipality of Niagara Falls.

Plant acquired or installed,
Total assessed valuation of real estate in municipality, 3,945,037.
Amount at par of bonds issued during year for lighting and power purposes.
Amount of outstanding debentures, 31st December, 1906.
Motive power, water.
Number com. arc lamps supplied, 5.
Nominal candle power, 2,000.
Number municipal arc lamps, 69.
Nominal candle power, 2,000.
Number incandescent lamps supplied, 7,400, 16 c.p.
Number incandescent lamps supplied, municipal, 105, 32 c.p.
Nominal candle power,
Amount of power supplied to customers K.W.
Price charged for com. arc lamps, 8,400.
Price charged for com. incandescent lamps, 40c to 70c, 37½c to 20c, 35c to 40c, 32½c to 80c, 30c to 1.20, 27½c to over 1.20.
Price charged for electric power per K.W., $36.00.
Cost per public arc lamp, $48.00 per year.
Cost per public incandescent lamp.

Gross earnings:		
Com., arcs and incandescent lights	14,618 75	
Street arc lamps	5,118 00	
Incandescent street	570 00	
Railway service	1,796 31	
	22,103 06	
Deductions from net income	.....	
Interest on debenture debt	3,696 07	
Sinking fund	.....	
Rec nstruction reserve fund	.....	
Other deductions	.....	
Debenture, No. 423 1,601.86 / Debenture, No. 75 351.74	1,953 60	
	5,649 67	
Deficit	1,855 36	
Operating expenses:		
Office salaries	250 00	
Salaries—production	3,702 75	
Wages	1,160 36	
Wiring and jobbing	797 60	
Fuel	.....	
Oil, waste and sundries	72 99	
Repairs	275 14	
Poles and lines	223 35	
General expenses—power purchased	11,219 85	
Registering and collecting	114 42	
Depreciation	600 00	
Total operating expenses	18,416 46	
	107 61	
	18,308 85	
Assets:		
Cost of plant	108,000 00	
Liabilities:		
Current debentures	96,071 69	

Electric Light and Power Works, Municipality of Ottawa.

Plant acquired or installed, 1905.
Total assessed valuation of real estate in municipality, $41,318,150.
Amount at par of bonds issued during year for lighting and power purposes, $200,000
Amount of outstanding debentures, 31st December, 1906, $200,000.
Motive power, water.
Number com. arc lamps supplied, 258.
Nominal candle power, 2,000 c.p.
Number municipal arc lamps, none.
Nominal candle power.
Number incandescent lamps supplied—Municipal, 500; commercial, 40,024.
Nominal candle power, 10 and 16 c.p.
Amount of power supplied to customers K.W., 450 K.W.
Price charged for com. arc lamps, $36.00.
Price charged for com. incandescent lamps, $2.52 flat and $7.20 K.W.
Price charged for electric power per K.W. $25.00.
Cost per public arc lamp.
Cost per public incandescent lamp.

Gross earnings		70,745 65
Less operating expenses		57,903 07
Net earnings from operation		12,842 58
Deductions from net income	.....	.....
Interest on debenture debt	.....	8,000 00
Sinking fund	.....	4,200 00
		12,200 00
Reconstruction reserve fund	.....	.....
Other deductions	.....	.....
Surplus	.....	642 58

For 16½ months to 31st Dec., 1906.

Operating expenses:		
Power purchased	.....	28,125 00
Salaries—production and wages		16,824 73
Fuel	.....	.....
Oil, waste and sundries	.....	.....
Repairs and installations	.....	6,744 02
General expenses	.....	3,695 41
Other "	.....	2,513 91
Depreciation	.....	.....
Total operating expenses	...	57,903 07
Assets:		
Plant acquired from Consumers' Electric Co	.....	200,000 00
Additional equipment since	....	35,725 24
		225,725 24
Liabilities:		
Bonds current, 31st December, 1906	.....	200,000 00
Less sinking fund	.....	4,000 00
		196,000 00

Electric Light and Power Works, Municipality of Owen Sound.

Plant acquired or installed, 1st Jan. 1903.
Total assessed valuation of real estate in municipality, $4,626,635.
Amount at par of bonds issued during year for lighting and power purposes, $4,000.
Amount of outstanding debentures, 31st December, 1906, $46,000.
Motive power, steam and water.
Number com. arc lamps supplied, 15.
Nominal candle power, 1,500 c. p.
Number municipal arc lamps, 52.
Nominal candle power, 2,000 c. p.
Number incandescent lamps supplied, municipal, 140.
Nominal candle power, 16 c. p.
Amount of power supplied to customers K. W., 350 K.W.
Price charged for com. arc lamps, 10c. K.W.
Number com. incandescent lamps, 13,800, 16 c. p.
Price charged for electric power per K.W.
Cost per public arc lamp.
Cost per public incandescent lamp, 7¾ per K. W.

Gross earnings:		
Arc incandescent lights	.....	9,890 02
Street arc incandescent lights	.	3,944 00
Gross earnings from other sources		615 00
		14,449 02
Less operating expenses	.....	10,179 70
Net earnings from operations		4,269 32
Deductions from net income	.....	.....
Interest on debenture debt	.....	1,680 00
Sinking fund	.....	3,503 00
Reconstruction reserve fund	.....	.....
Other deductions	.....	678 53
		5,861 81
Deficit	.....	1,592 49
Operating expenses:		
Salaries—production and distribution	.....	1,000 00
Wages—production	.....	
Fuel	.....	
Oil, waste and sundries	.....	5,815 53
Repairs	.....	
General expenses	.....	
		6,815 53
Other expenses	.....	510 67
Depreciation	.....	2,853 50
Total operating expenses	..	10,179 70
Assets:		
Plant	.....	66,560 04
Stock	.....	291 74
Accounts receivable	.....	2,079 52
Cash	.....	464 48
		69,395 78
Liabilities:		
Debentures 46,000 00 / Sinking fund 8,392 36		37,607 64
Traders Bank over draft	.....	20,917 25
Plant maintenance reserve	.....	2,000 00
Accounts payable	.....	583 13
Sinking fund reserve	.....	6,717 65
Profit and loss	.....	1,570 11
		69,395 78

Electric Light and Power Works, Municipality of Paris.

Plant acquired or installed, 1901.
Total assessed valuation of real estate in municipality, $1,073,662.
Amount at par of bonds issued during year for lighting and power purposes.
Amount of outstanding debentures, 31st December, 1906, $45,000.
Motive power, steam and water.
Number com. arc lamps supplied.
Nominal candle power.
Number municipal arc lamps, 33.
Nominal candle power, 2,000.
Number i candescent lamps supplied municipal, 100.
Nominal candle power, 16 c. p.
Amount of power supplied to customers K.W.
Price charged for com. arc lamps.
Price charged for com. incandescent lamps, $5.20 per year.
Price charged for electric power per K.W.
Cost per public arc lamp. No record.
Cost per public incandescent lamp. No record.

Gross earnings:		
Incandescent lights	4,680 00	
Arc lights	2,500 00	
Municipal power service	1,600 00	
	8,780 00	
Less operating expenses	4,000 00	
	4,780 00	
Deductions from net income		
Interest on debenture debt		2,350 00
Depreciation		500 00
		2,850 00
Reconstruction reserve fund		
Other deductions		
Surplus		1,930 00
Operating expenses:		
Salaries—production		988 00
Wages "		75 00
Fuel		1,000 00
Oil, waste and sundries		364 00
Repairs		150 00
		2,577 00
General expenses		435 00
Wage distribution		988 00
		1,423 00
Depreciation		
Total operating expenses		4,000 00
Assets.		
Land, buildings, generators, poles, lines, machinery, etc., bought at lump sum		47,000 00
Total outlay on cap. acc.		
Liabilities:		
Outstanding debentures		45,000 00

Electric Light and Power Works, Municipality of Parry Sound.

Plant acquired or installed.
Total assessed valuation of real estate in municipality, $1,288,262.
Amount at par of bonds issued during year for lighting and power purposes, $22,000.
Amount of outstanding debentures, 31st December, 1906, $42,460.33.
Motive power, water.
Number com. arc lamps supplied.
Nominal candle power.
Number of municipal arc lamps, 12.
Nominal candle power, 32 c.p.
Number incandescent lamps supplied.
Nominal candle power, 5 c.p. to 125 c.p.
Amount of power supplied to customers K.W.
Price charged for com. arc lamps, $33.00 per year.
Price charged for com. incandescent lamps, $2.25 to $5.00 per year.
Price charged for electric power per K.W., sliding scale, $16,66 to $33.33.
Cost per public arc lamp, $45 estimated.
Cost per public incandescent lamp, $7.50 (16 c.p.)

Gross earnings:		
Incandescent lights	6,707 52	
Street lighting	870 00	
Installing	481 67	
	8,059 19	
Operating expenses	5,341 03	
	2,718 16	
Deductions from net income		
Interest on debenture debt		1,859 29
Sinking fund		1,221 91
Reconstruction reserve fund		
Other deductions		
		3,081 20
Deficit		363 04
Operating expenses:		
Wages and salaries—production		1,500 00
Supplies		415 17
Office salaries		148 96
Oil, waste and sundries		
Repairs		
General expenses		45 00
Maintenance		3,231 90
Depreciation		
Total operating expenses		5,341 03
Assets:		
Cost of installing works, etc., estimated		50,000 00
Total assets		50,000 00
Liabilities:		
Bonds current 31st December, 1906		42,460 33

Electric Light and Power Works, Municipality of Perth.

Plant acquired or installed, 1904.
Total assessed valuation of real estate in municipality, $1,151,235.00.
Amount at par of bonds issued during year for lighting and power purposes.
Amount of outstanding debentures, 31st December, 1906, $11,300.00.
Motive power, water.
Number com. arc lamps supplied, 20.
Nominal candle power, 2,000 c.p.
Number municipal arc lamps, 35.
Nominal candle power, 2,000 c.p.
Number incandes. lamps supplied.
Nominal candle power.
Amount of power supplied to customers, K.W.
Price charged for com. arc lamps, $44 per lamp.
Price charged for com. incandescent lamps.
Price charged for electric power per K.W.
Cost per public arc lamp. No record.
Cost per public incandescent lamp.

Gross earnings:		
Com. arc lights	667 22	
Incandescent lights	2,102 22	
Other earnings	168 00	
	2,937 44	
Less operating expenses	1,895 40	
	1,042 04	
Deductions from net income		
Interest on debenture debt	200 00	
Debenture paid	460 00	
Labor, etc	426 11	
	1,086 11	
	44 07	
Operating expenses:		
Salaries—production, Wages	755 00	
Fuel	40 35	
Oil, waste and sundries	38 59	
Repairs	856 61	
General expenses	204 85	
Depreciation		
Total operating expenses	1,895 40	
Assets:		
Plant, buildings, poles, generating stations, etc	12,800 00	
Liabilities:		
Debentures outstanding 31st December, 1006	11,300 00	

Electric Light and Power Works, Municipality of Port Arthur.

Plant acquired or installed, 1895.
Total assessed valuation of real estate in municipality, $6,750,104.
Amount at par of bonds issued during year for lighting and power purposes, $21,000.
Amount of outstanding debentures, 31st December, 1906, $47,099.98.
Motive Power, water.
Number com. arc lamps supplied.
Nominal candle power.
Number municipal arc lamps, 16 c.p.
Nominal candle power, 1,200 c.p.
Number incandescent lamps supplied, com. 5,579; mun. 331.
Nominal candle power, 8 c.p. to 32 c.p.
Amount of power supplied to customers K.W. 104 K.W. only.
Price charged for com. arc lamps.

Price charged for com. incandescent lamps	c.p.	max.	min.
	8	45	25
	16	75	42
	32	1.50	80

Price charged for electric power per K.W., flat rate.
Cost per public arc lamp. No record.
Cost per public incandescent lamp. No record.

Gross earnings:		
Commercial	34,730 51	
Street lighting	2,227 25	
	36,957 76	
Supplies	3,896 15	
	40,853 91	
Operating expenses	12,471 57	
	28,382 34	
Deductions from net income:		
Interest on debenture debt	4,025 63	
⅔ coupon interest Railway and W. P. debentures	9,149 60	
Sinking fund		
Reconstruction reserve fund	1,699 44	
Other deductions, accident insurance	1,639 96	
	16,514 63	
Surplus	11,867 71	
Surplus applied to reduction of taxes.		
Operating Expenses:		
Salaries—production	1,435 00	
Wages "	257 74	
Fuel	806 40	
Oil, waste and sundries	182 55	
Repairs	164 01	
General expenses	4,723 28	
Depreciation	4,902 48	
Total operating expenses	12,471 57	
Assets:		
Construction, plant, etc	36,525 84	
Poles and lines	6,263 06	
	43,088 90	
Debentures:		
Outstanding 31st Dec., 1906	47,099 98	

Electric Light and Power Works, Municipality of Port Perry.

Plant acquired or installed, 1903.

Total assessed valuation of real estate in municipality, $421,115.

Amount at par of bonds issued during year for lighting and power purposes,

Amount of outstanding debentures, 31st December, 1906, $15,109.33.

Motive power, steam.

Number com. arc lamps supplied, none.

Nominal candle power.

Number municipal arc lamps, 2.

Nominal candle power, 1,000 c.p.

Number incandescent lamps supplied, 850.

Nominal candle power, 16 c.p.

Amount of power supplied to customers K.W.

Price charged for com. arc lamps.

Price charged for com. incandescent lamps, $5

Price charged for electric power per K.W., 10 cents K. W. H.

Cost per public arc lamp, $50, estimated.

Cost per public incandescent lamp, $10.

Operating expenses:		
Salaries—production	994	29
Wages	.....	
Fuel	1,354	39
Oil, waste and sundries	.....	
Repairs	.....	
General expenses	1,601	57
Depreciation	.....	
Total operating expenses	3,950	25
Gross earnings:	4,379	80
Less operating expenses	3,950	25
Net earnings from operation	429	55
Deductions from net income:		
Interest on debenture debt	969	28
Debenture paid	308	60
Sinking fund	.....	
	1,277	88
Deficit	848	33
Assets:		
Total cost of water works and gas works plants	24,000	00
Debentures:		
Outstanding	15,109	33

Electric Light and Power Works, Municipality of Prescott.

Plant acquired or installed, 2nd January, 1899.

Total assessed valuation of real estate in municipality, $1,133,504.

Amount at par of bonds issued during year for lighting and power purposes.

Amount of outstanding debentures, 31st December, 1906, $19,413.15.

Motive power.

Number com. arc lamps supplied, 10.

Nominal candle power.

Number municipal arc lamps, none.

Nominal candle power.

Number incandescent lamps supplied, municipal, 100.

Nominal candle power, c.p. 16.

Amount of power supplied to customers K.W.

Price charged for com. arc lamps.

Price charged for com. incandescent lamps, 10c. per K.W.H.

Price charged for electric power per K.W.

Cost per public arc lamp, $89, estimated.

Cost per public incandescent lamp, $7.60.

Gross earnings	8,901	36
Less operating expenses	5,537	21
Net earnings from operation	3,364	15
Deductions from net income:		
Interest on debenture debt and debenture paid	1,362	38
Sinking fund	.....	
Reconstruction reserve fund	.....	
Other deductions	.....	
Surplus	2,001	77
Operating expenses:		
Salaries---production	1,452	00
Wages "	.....	
Fuel	3,243	80
Oil, waste and sundries	203	35
Repairs	128	69
General expenses	509	37
Depreciation	.....	
Total operating expenses	5,537	21
Assets:		
Plant, etc	25,900	00
Liabilities:		
Debentures current	22,200	00

Electric Light and Power Works, Municipality of Preston.

Plant installed, 1905.
Total assessed valuation of real estate in municipality, $1,068,294.
Amount at par of bonds issued during year for lighting and power purposes.
Amount of outstanding debentures, 31st December, 1906, $27,000.
Motive power.
Number com. arc lamps supplied.
Nominal candle power.
Number municipal arc lamps, 26.
Nominal candle power, 1,500.
Number incandescent lamps supplied, com., 1,300.
Nominal candle power, 4 to 32 c.p.
Amount of power supplied to customers K.W.
Price charged for com. arc lamps.
Price charged for com. incandescent lamps, 10c. per K.W.H.
Price charged for electric power per K.W.
Cost per public arc lamp, $60, estimated.
Cost per public incandescent lamp.

Gross earnings:		
Com. incandescent lights	5,053 09	
Street arcs	1,560 00	
	6,613 09	
Other sources	58 75	
	6,671 84	
Operating expenses	4,338 95	
Net earnings from operation	2,332 89	

Deductions from net income:		
Interest on debenture debt	1,986 70	
Sinking fund	.....	
Reconstruction reserve fund	.....	
Other deductions	.....	
Surplus	346 19	
Operating expenses:		
Salaries---production	1,952 39	
Wages	.....	
Station expenses	522 14	
Salaries—Distribution	1,046 11	
	3,520 64	
Fuel, Oil, waste and sundries, Repairs, General expenses	818 31	
Depreciation	.....	
Total operating expenses	4,338 95	
Assets:		
Generating station	4,538 83	
Poles and lines	4,981 04	
Meters	1,881 06	
Arc lamps	621 87	
Real estate, buildings, and other assets	18,019 97	
Total assets	30,042 77	
Liabilities:		
Debentures outstanding	25,150 13	

Electric Light and Power Works, Municipality of St. Thomas.

Plant acquired or installed, 1905.
Total assessed valuation of real estate in municipality, $5,913,283.
Amount at par of bonds issued during year for light and power purposes.
Amount of outstanding debentures, 31st December, 1906, $230,512.37.
Motive power, steam.
Number com. arc lamps supplied, 13.
Nominal candle power, 2,000 c. p.
Number municipal arc lamps, 72.
Nominal candle power, 2,000 c. p.
Number incandescent lamps supplied, 4.000.
Nominal candle power, 16 c. p.
Amount of power supplied to customers K.W., no data.
Price charged for com. arc lamps, $91.25.
Price charged for com. incandescent lamps, 10c. per K.W.H.
Price charged for electric power per K.W., 07c. per K.W.H.
Cost per public arc lamp, $80.00 estimated.
Cost per public incandescent lamp, none.

Operating expenses:		
Salaries and Wages and pay rolls	4,863 38	
Fuel	8,465 08	
Oil, waste and sundries	2,280 11	
Insurance	338 36	
General expenses	.....	
Depreciation	.....	
Total operating expenses	15,946 93	

Assets:		
Total value of plant including wire, poles, land, machinery, motors, etc.	50,318 17	
Tools and implements	574 63	
Total assets	50,892 80	
Liabilities:		
Debentures	230,512 37	
Less part applicable to gas works	179,809 73	
	50,702 64	
Gross earnings:		
From arc lights	1,198 43	
From com. incandescent lights.	7,341 19	
From street arc lights	6,349 25	
From com. power	2,422 38	
From railway service	3,309 31	
From public buildings	800 00	
Gross earnings from operation	21,420 56	
Operating expenses	15,946 93	
	5,473 63	
Deductions from net income	.....	
Interest on debenture debt	2,725 66	
Interest	142 32	
	2,867 98	
Sinking fund	.....	
Reconstruction reserve fund	.....	
Other deductions	.....	
Surplus	2,605 65	

*Includes gas works debentures.

Electric Light and Power Works, Municipality of Thamesville.

Plant acquired, 31st December, 1904.

Total assessed valuation of real estate in municipality, $220,275.

Amount at par of bonds issued during year for lighting and power purposes.

Amount of outstanding debentures, 31st December, 1906, $,263 57.

Motive power, steam.

Number com. arc lamps supplied.

Nominal candle power.

Number municipal arc lamps.

Nominal candle power.

Number incandescent lamps supplied, 1,000.

Nominal candle power, 16 c.p.

Amount of power supplied to customers K.W.

Price charged for com. arc lamps.

Price charged for com. incandescent lamps.

Price charged for electric power per K.W. No data.

Cost per public arc lamp.

Cost per public incandescent lamp. No data.

Gross earnings	3,200 81
Less operating expenses	3,104 34
Net earnings from operation	96 47
Deductions from net income	.....
Interest on debenture debt	281 86
Sinking fund	.....
Reconstruction reserve fund	.....
Other deductions	.....
Deficit	185 39
Assets:	
Plant, etc., estimated	7,000 00
Liabilities:	
Debentures current	6,263 57
Operating expenses:	
Salaries—production	790 00
Wages	.....
Fuel	1,113 46
Oil, waste and sundries / Repairs / General expenses	1,200 88
Depreciation	.....
Total operating expenses	3,104 34

Electric Light and Power Works, Municipality of Thessalon.

Plant acquired or installed, 1901.

Total assessed valuation of real estate in municipality, $300,000.

Amount at par of bonds issued during year for lighting and power purposes.

Amount of outstanding debentures, 31st December, 1906.

Motive power, steam.

Number com. arc lamps supplied.

Nominal candle power.

Number municipal arc lamps, 13.

Nominal candle power, 1,200 c.p.

Number incandescent lamps supplied:
municipal, 8 / commercial, 800 } 808, 16 c.p.

Nominal candle power, 16 c.p.

Amount of power supplied to customers K.W.

Price charged for com. arc lamps.

Price charged for com. incandescent lamps, 10c. per K.W. hour or $4.00 flat rate.

Price charged for electric power per K.W.

Cost per public arc lamp, $35.00

Cost per public incandescent lamp, $4.00.

Gross earnings:	
Commercial arc and incandescent lights	2,086 00
Street arcs	445 00
Incandescents	32 00
	2,563 00
Operating expenses	3,347 00
	784 00
Deductions from net income	.....
Interest on debenture debt	455 37
Sinking Fund	.....
Reconstruction reserve fund	.....
Other deductions	.....
	1,239 37
Operating expenses:	
Salaries—production / Wages	1,055 00
Fuel	1,700 00
Oil, waste and sundries	50 00
Repairs	7 00
General expenses	235 00
Depreciation	300 00
Total operating expenses	3,347 00
Assets:	
Plant, etc., estimated	10,883 00
Debentures current, estimated	12,028 48

Electric Light and Power Works, Municipality of Thorold.

Plant acquired or installed, 1887.

Total assessed valuation of real estate in municipality.

Amount at par of bonds issued during year for lighting and power purposes.

Amount of outstanding debentures, 31st December, 1906, $4,204.96.

Motive power, water.

Number com. arc lamps supplied, none.

Nominal candle power.

Number municipal arc lamps, 28.

Nominal candle power, 1,200 c.p.

Number incandescent lamps supplied, municipal, 50.

Number incandescent lamps supplied, 2,000.

Nominal candle power, 16 and 32 c.p.

Amount of power supplied to customers K.W.

Price charged for com. arc lamps.

Price charged for com. incandescent lamps, 4c., 16 c.p. per.

Price charged for electric power per K.W.

Cost per public arc lamp, $25.00.

Cost per public incandescent lamp, 3c. per.

Gross earnings	3,791 29
Other sources	1,368 02
Total gross earnings	5,159 31
Less operating expenses	4,130 66
Net earnings from operation	1,028 65
Deductions from net income	.....
Interest on debenture debt	389 39
Sinking fund	.....
Reconstruction reserve fund	.....
Other deductions	.....
Surplus	640 26
Operating expenses:	
Distribution	400 00
Salaries—production	840 00
Office salaries	100 00
Wages—production	.....
Fuel	.....
Oil, waste and sundries	5 00
Water rights	110 00
General repairs and wiring	1,682 00
Power purchased	75 00
General expenses	918 66
Depreciation	.....
Total operating expenses	4,130 66
Assets:	
Plant, etc	35,000 00
Liabilities:	
Outstanding debentures	4,204 96

Electric Light and Power Works, Municipality of Tottenham.

Plant acquired or installed, 1903.

Total assessed valuation of real estate in municipality, $162,790.

Amount at par of bonds issued during year for lighting and power purposes.

Amount of outstanding debentures, 31st December, 1906, $10,000.

Motive power.

Number com. arc lamps supplied.

Nominal candle power.

Number municipal arc lamps.

Nominal candle power.

Number incandescent lamps supplied, municipal, 50.

Nominal candle power, 16 c.p.

Number com. incandescent, 200, 16 c.p.

Amount of power supplied to customers K. W., 0.

Price charged for com. arc lamps.

Price charged for com. incandescent lamps, $5.00 per year.

Price charged for electric power per K. W.

Cost per public arc lamp.

Cost per public incandescent lamp.

Operating expenses:	
Salaries—production	700 00
Wages	100 00
Fuel	.....
Oil, waste and sundries	.....
General repairs	160 00
Sub station	136 88
General expenses	.....
Depreciation	.....
Total operating expenses	1,096 88
Assets, plant, &c	6,000 00
Debentures current	5,144 38
Gross earnings	1,880 04
Less operating expenses	1,096 88
Net earnings from operation	783 16
Deductions from net income	.....
Interest on debenture debt	441 49
Debenture paid	654 49
	1,095 98
Reconstruction reserve fund	.....
Other deductions	.....
Deficit	312 82

Electric Light and Power Works, Municipality of North Toronto.

Plant acquired or installed.

Total assessed valuation of real estate in municipality, $1,413,248.

Amount at par of bonds issued during year for lighting and power purposes.

Amount of outstanding debentures, 31st December, 1906, $10,000.

Motive power, rented.

Number com. arc lamps supplied, rented $32 per year.

Nominal candle power.

Number municipal arc lamps.

Nominal candle power.

Number incandescent lamps supplied.

Nominal candle power.

Amount of power supplied to customers K. W.

Price charged for com. arc lamps.

Price charged for com. incandescent lamps.

Price charged for electric power per K. W.

Cost per public arc lamp.

Cost per public incandescent lamp.

Gross earnings		645 00
Less operating expenses		500 00
Net earnings from operation		145 00
Deductions from net income.		
Interest on debenture debt		450 00
Sinking fund		178 30
Reconstruction reserve fund		1,275 00
		1,903 30
Other deductions		... .
Deficit		1,758 30
Operating expenses:		
Salaries—production		
Wages		
Fuel		500 00
Oil, waste and sundries		
Repairs		
General expenses		
Total operating expenses		500 00
Assets:		
Value of plant, &c		17,835 62
Debentures current 31st December, 1906		10,000 00

Electric Light and Power Works, Municipality of East Toronto.

Plant acquired or installed, 1900.

Total assessed valuation of real estate in municipality, $1,704,095.

Amount at par of bonds issued during year for lighting and power purposes, $7,500.

Amount of outstanding debentures, 31st December, 1906, 589,416.

Motive power, steam.

Number com. arc lamps supplied, none.

Nominal candle power.

Number municipal arc lamps, 34.

Nominal candle power, 1,500 c. p.

Number incandescent lamps supplied (municipal), 60.

Nominal candle power, 32.

Amount of power supplied to customers K. W., none.

Price charged for com. arc lamps,

Price charged for com incandescent lamps,

Price charged for electric power per K.W.,

Cost per public arc lamp, $60, est.

Cost per public incandescent lamp, $12, est.

Operating expenses:		
Salaries	2,418 84	
Wages		
Fuel	3,611 59	
Oil, waste and sundries	132 44	
Repairs	54 95	
General expenses	864 37	
Depreciation	.....	
Total operating expenses		7,082 19
Total investment in plant, poles, etc		.....
Debentures current		5,894 19
Gross earnings:		
From incandescent lights	335 68	
" " meter	1,157 04	
" public buildings	80 00	
" street arc lights	2,040 00	
" incandescent lights	720 00	
	4,332 72	
" municipal power service	4,260 00	
	8,592 72	
Operating expenses	7,082 19	
	1,510 53	
Deductions from net income	.....	
Interest on debenture debt	278 65	
Debenture paid	297 92	
Depreciation	195 64	
Other deductions	772 21	
Surplus	738 32	

Electric Light and Power Works, Municipality of Weston.

Plant acquired or installed, 1899-1900.

Total assessed valuation of real estate in municipality.

Amount at par of bonds issued during year for lighting and power purposes.

Amount of outstanding debentures, 31st December, 1906, $5,143.35.

Motive power, steam.

Number com. arc lamps supplied.

Nominal candle power.

Number municipal arc lamps, 19.

Nominal candle power, 1200 ea.

Number incandescent lamps supplied, municipal, 100.

Nominal candle power, 16.

Amount of power supplied to customers K.W.

Price charged for com. arc lamps.

Price charged for com. incandescent lamps, 8c. per K.W.

Price charged for electric power per K.W.

Cost per public arc lamp.

Cost per public incandescent lamp.

Earnings from incandescent lights	1,033 28
Supplies, &c.	790 33
From other sources	827 59
	2,651 20
Street lighting	700 00
	3,351 20
Operating expenses	3,110 70
Interest on debenture debt	217 74
	3,328 44
Deficit	22 76
Operating expenses:	
Salaries—production	600 00
Wages	
Fuel	1,412 95
Oil, waste and sundries	
Repairs	1,097 75
General expenses	
Depreciation	
Total operating expenses	3,110 70
Assets:	
Value of plant	12,088 49
Liabilities:	
Debentures, current	5,143 35

Electric Light and Power Works, Municipality of Whitby.

Plant acquired or installed, 1903.

Total assessed valuation of real estate in municipality, $911,131.

Amount at par of bonds issued during year for lighting and power purposes.

Amount of outstanding debentures, 31st December' 1906, $62,635.74.*

Motive power, steam.

Number com. arc lamps supplied, none.

Nominal candle power, none.

Number municipal arc lamps, 28.

Nominal candle power, 2,000 c.p.

Number incandescent lamps supplied, municipal, 15.

Nominal candle power, 30 c.p.

Number incandescent lamps, commercial, 1880, c.p. 16.

Amount of power supplied to customers K.W.

Price charged for com. arc lamps.

Price charged for com. incandescent lamps. 10c. per K.W.

Price charged for electric power per K.W.

Cost per public arc lamp, $36.00.

Cost per public incandescent lamp, $15.00.

Gross earnings	5,836 00
Supplies	895 16
	6,731 16
Hydrants	1,150 00
	7,881 16
Operating expenses	5,050 61
	2,830 55
Deductions from net income	.....
Interest on debenture debt	2,600 00
Debenture paid	1,158 95
	3,758 95
Reconstruction reserve fund	.....
Other deductions	.....
Deficit	928 40
Operating expenses:	
Salaries—production	
Wages	
Fuel	Details
Oil, waste and sundries	not
Repairs	given.
General expenses	
Depreciation	
	5,050 61
Assets, value of plant, &c., est.	15,000 00
Debentures, current	62,635 74
Applicable to water works	49,360 50
Est.	13,275 24

* For Electric Light and Water Work combined.

Electric Light and Power Works, Municipality of Windsor.

*Plant acquired or installed, 1891.
Total assessed valuation of real estate in municipality, $8,184,725.
Amount at par of bonds issued during year for lighting and power purposes.
Amount of outstanding debentures, 31st December, 1906, $15,000.
Motive power, steam.
Number com. arc lamps supplied, 6.
Nominal candle power, 2,000.
Number municipal arc lamps, 189.
Nominal candle power, 2,000.
Number incandescent lamps supplied, 35.
Nominal candle power, 50 c.p.
Amount of power supplied to customers K.W.
Price charged for com. arc lamps, $72.00 per arc.
Price charged for com. incandescent lamps, none.
Price charged for electric power per K.W.
Cost per public arc lamp, $50.
Cost per public incandescent lamp.

Gross earnings	$ 260 00
Less operating expenses	10,468 53
Loss from operation	10,208 53
Deductions from net income	.....
Interest on debenture debt	1,125 00
Sinking fund	.....
Reconstruction reserve fund	.....
Other deductions	.....
Deficit	11,333 53

Electric Light and Power Works, Municipality of Wingham.

Plant acquired or installed, 1892.
Total assessed valuation of real estate in municipality, $594,545.
Amount at par of bonds issued during year for lighting and power purposes.
Amount of outstanding debentures, 31st December, 1906, $28,330.75.
Motive power, steam and water.
Number com. arc lamps supplied, 28.
Nominal candle power, 2,000.
Number municipal arc lamps, 23.
Nominal candle power, 2,000.
Number incandescent lamps supplied, 3,200.
Nominal candle power, 16.
Amount of power supplied to customers K.W.
Price charged for com. arc. lamps, 75c. for 1 and 50c. for each of others per week.
Price charged for com. incandescent lamps, 10c. per 1,000 K.W., 10% for prompt payment.
Price charged for electric power per K.W.
Cost per public arc lamp, $30 per year.
Cost per public incandescent lamp, 7c. per 1,000 K.W.

Operating expenses	684 25
Salaries—production	1,273 25
Office wages	183 75
Fuel	899 49
Oil, waste and sundries	62 15
Repairs	597 77
Water rights	47 36
General expenses	184 45
Taxes, insurance and auditing	281 26
Depreciation, sale of old boiler	150 00
Total operating expenses	4,363 73
Assets :	
Plant, etc. (est.)	30,000 00
Debentures outstanding	28,330 25
Gross earnings :	
Com. arc and incandescent lights	5,537 98
Street arc lights	920 00
Arc and incandescent, public buildings	125 40
Rent of meters	405 00
	6,988 38
Less operating expenses	4,363 73
	2,624 65
Deductions from net income :	
Interest on debenture debt	1,734 90
Sinking fund	.....
Reconstruction reserve fund	.....
Other deductions	.....
Surplus	889 75

*This plant is operated for municipal purposes only and the expenses of such operation are paid out of the general taxes of the municipality.

Electric Light and Power Works, Municipality of Woodstock.

Plant acquired or installed, 1900.
Total assessed valuation of real estate in municipality, $3,400,000.
Amount at par of bonds issued during year for lighting and power purposes.
Amount of outstanding debentures, 31st December, 1906, $55,950.
Motive power, steam.
Number com. arc lamps supplied, 85.
Nominal candle power.
Number municipal arc lamps, 86.
Nominal candle power.
Number incandescent lamps supplied (commercial, 6,700).
Nominal candle power, 16.
Amount of power supplied to customers K.W.
Price charged for com. arc lamps, 8.8 K.W.
Price charged for com. incandescent lamps, 8.8 K.W.
Price charged for electric power per K.W., 4c. to 6c. K.W.
Cost per public arc lamp.
Cost per public incandescent lamp.

Gross earnings:		
From incandescent lights, flat rate	1,087 08	
" " " meter	10,516 34	
" street arcs	5,110 00	
" com. power service	1,133 68	
		17,847 10
From other sources	727 72	
		18,574 82
Operating expenses	14,076 20	
		4,498 62
Deductions from net income:		
Interest on debenture debt	1,600 00	
Sinking fund	1,723 43	
		3,323 43
Surplus		1,175 19
Operating expenses:		
Salaries—production ... Wages	3,632 30	
Fuel	7,528 70	
Oil, waste and sundries	626 11	
Repairs	1,883 33	
General expenses	405 76	
Depreciation	.....	
Total operating expenses		14,076 20
Assets:		
Construction and equipment	64,839 90	
Liabilities:		
Debentures outstanding, 31st December, 1906	55,950 00	
Sinking fund	8,747 81	
		47,202 19

Public Utilities—Electric Light.

Tabulated Statement from Reports of Municipalities.

Municipality.	Total Investment.	Debentures and other debts.	Sinking Fund.	Net Debt.	Income.	Expenditures.	Surplus.
	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.
Acton					3,824 20	3,068 31	755 89
Almonte	41,900 00	30,873 27	4,126 73	26,746 54	7,325 18	5,454 25	1,970 93
Aylmer							
Barrie					13,581 82	3,016 85 9,873 08	691 89
Bracebridge	70,000 00	51,231 95		51,231 95	12,010 37	7,642 02	4,368 35
Bothwell					2,251 02	1,466 53	784 49
Brockville	190,105 40	146,645 15		146,645 15	16,867 67	15,300 03	1,567 64
Collingwood					15,430 24	12,599 97	2,830 27
Dresden		9,034 00		9,034 00	4,184 12	3,752 69	431 43
Dundalk	7,358 00	4,782 70		4,782 70	2,362 25	2,310 58	51 67
Fort William	125,644 00	114,000 00		114,000 00	36,349 56	32,259 51	4,090 05
Guelph	Included in	Gas Works.					
Hespeler	11,799 77	10,458 05		10,458 05	4,792 76	6,466 82	*1,674 06
Iroquois	25,000 00	22,565 07		22,565 07	1,990 19	1,569 33	420 86
Kincardine	17,609 29	11,529 98	540 68	10,989 30	5,126 97	4,665 90	461 07
Kingston	166,255 50	116,900 00		116,900 00	37,579 80	34,235 53	33,411 27
Madoc	14,063 77	8,587 34	450 00	8,139 34	3,111 34	2,912 09	199 25
Mitchell							
Mount Forest	15,000 00	10,841 72		10,841 72	5,063 61	4,983 40	80 21
Morrisburg	42,530 00	3,337 30		3,337 30	4,388 16	3,992 88	395 28
Napanee	34,284 63	35,000 00		35,000 00	Not	operating, 1906.	
Newmarket	49,625 00	30,104 03		30,104 03	10,006 67	10,319 95	*313 28
Niagara Falls	108,000 00	96,071 69		96,071 69	22,103 06	23,958 42	*1,855 36
Ottawa	235,725 24	196,000 00	4,000 00	192,000 00	70,745 65	70,103 07	642 58
Owen Sound	69,395 78	54,285 77	15,110 01	39,175 76	14,449 02	16,041 51	*1,592 49
Paris	47,000 00	45,000 00		45,000 00	8,780 00	6,850 00	1,930 00
Parry Sound	Est'd. 50,000 00	42,460 33		42,460 33	8,059 19	8,422 23	*363 04
Perth	12,800 00	11,300 00		11,300 00	2,937 44	2,981 51	*44 07
Port Arthur	43,088 90	47,099 98		47,099 98	40,853 91	28,986 20	11,867 71
Port Perry	24,000 00	15,109 33		15,109 33	4,379 80	5,228 13	*848 33
Prescott	25,900 00	22,200 00		19,413 15	8,901 36	6,899 59	2,001 77
Preston	30,042 77	25,150 13		25,150 13	6,671 84	6,325 65	346 19
St. Thomas	50,892 80	50,702 64		50,702 64	21,420 56	18,814 91	2,605 65
Thamesville	7,000 00	6,263 57		6,263 57	3,200 81	3,386 20	*185 39

Thorold	35,000 00	4,204 96		4,204 96	5,159 31	4,520 05	640 26
Toronto (East)	17,835 62	5,894 16		5,894 16	8,592 72	7,854 40	738 32
Toronto (North)	10,000 00	10,000 00		10,000 00	645 00	2,403 30	1,758 30
Thessalon	10,883 00	12,848 00		12,848 00	2,563 00	3,802 37	*1,239 37
Tottenham	6,000 00	5,144 38		5,144 38	1,880 04	2,192 86	*312 82
Weston	12,088 49	5,143 35		5,143 35	3,351 20	3,328 44	22 76
Whitby	15,000 00	13,275 24		13,275 24	7,881 16	8,809 56	*928 40
Wingham	30,000 00	28,330 25		28,330 25	6,988 38	6,098 63	889 75
Windsor					260 00	11,593 53	*11,333 53
Woodstock	64,839 90	47,202 19	8,747 81	38,454 38	18,574 82	17,399 63	1,175 19
Totals	1,716,667 86	1,358,569 53	32,975 23	1,313,816 45	454,644 20	431,889 91	67,152 17

* Deficits.

PUBLIC UTILITIES.—GAS WORKS.

Gas Works, Municipality of City of Belleville.

Date of vote to establish plant, 1904.

Date plant installed or acquired ———.

Total assessed value of real estate municipality, $3,989,022.50.

Debenture debt in respect of gas plant, $90,000.

Number of street gas lamps.

Number of feet of gas sold to general consumers, 3,335,800.

Number of service pipes in use, 825.

Cost of street lamp per year.

Gross price per 1,000 cubic feet lighting, $2 gross.

Gross price per 1,000 cubic feet fuel, $1.50 gross.

Schedule of discounts and minimum charges, if any, 25c. less if paid in 5 days.

Construction and equipment...	
Value of land occupied by plant	
Value of buildings	
Value of machinery and apparatus	
Value of street mains	
Value of services.....	90,000 00
Value of meters	
Value of street lamps and fixtures	
Value of tools and appliances ..	
Value of staple equipment	
Value of other assets	
Total assets.....	90,000 00
Debenture debt.....	90,000 00
Over draft	.....
Other indebtedness.....	.....
Total debt	90,000 00
Amount invested in sinking fund	.....

Gas Plants, Municipality of City of Belleville.

Gross earnings from operation :		Gross earnings.....	28,918 00
For lighting	23,018 00	Operating expenses	18,992 76
For cooking and heating.....		Net earnings.....	9,925 24
For power.....	.....		
Less discounts	23,018 00		
From meters.....	.....	Deductions :	
" gas tax	400 00	Interest on funded debt.....	4,050 00
" gas stoves and engines...	.....	Interest on floating debt	.....
" coke	2,000 00	Other deductions.....	.....
" gas lamps.....	.....	Total net income	5,875 24
Miscellaneous.....	3,500 00	Sinking fund.....	.....
	5,900 00	Reconstruction reserve fund.....	.....
Gross earnings.....	28,918 00	Surplus.....	

Gas Works, Municipality of Brockville.

Date of vote to establish plant.

Date plant installed or acquired.

Total assessed value of real estate municipality, $3,322,955.

Debenture debt in respect of gas plant, $165,000.

Number of street gas lamps, 73.

Number of feet of gas sold to general consumers, 18,677,500 ft.

Number of service pipes in use, 1,136.

Cost of street lamp per year.

Gross price per 1,000 cubic feet lighting, $2.50 less 50%,

Gross price per 1,000 cubic feet fuel, $2.50 less 50%.

Schedule of discounts and minimum charges, if any.

Construction and equipment....	
Value of land occupied by plant	172,769 15
Value of buildings	.....
Value of machinery and apparatus	.....
Value of street mains.....	.....
Value of services.....	.....
Value of meters.....	.....
Value of street lamps and fixtures	.....
Cash on hand.....	227 78
Value of tools and appliances....	4,354 72
Value of staple equipment.... .	.....
Value of other assets.....	.....
Coal	3,187 50
Unpaid rates.....	9,566 25
Total assets.....	190,105 40
Debenture debt.....	135,084 67
Over draft, Molson's Bank.....	11,560 48
Other indebtedness.....	23 75
Total debt.....	146,668 90
Amount invested in sinking fund.	.....

Gas Plants, Municipality of Brockville.

Gross earnings from operation:		
18,677,500 feet, 2.50	46,693 75	
For lighting	.....	
For cooking and heating	.....	
For power, 50%	23,846 85	
Less discounts	22,846 90	
From public buildings, 3,274,200 @ 1.25 net	4,092 50	
From gas stoves and engines	.....	
From gas lamps, 1,438,400 @ 1.19	1,716 00	
Miscellaneous	.....	
Gross earnings	28,655 40	
Income:		
Gross earnings		28,655 40
Operating expenses		19,179 23
Net earnings		9,476 17
Deductions:		
Interest on funded debt		3,251 00
Interest on floating debt		.....
Other deductions		.....
Debentures paid off		3,790 23
Total net income		7,041 23
Sinking fund		2,434 94
Reconstruction reserve fund		.....
Surplus or deficit		.....

Electric Light and Power Works, Municipality of Guelph.

Operating expenses:			
Salaries—production	3,949 76		
Wages	4,359 92		
Fuel	.....		
Oil, waste and sundries	400 75		
Repairs and maintenance		1,713 53	
General expenses		2,101 57	
Depreciation		.....	
Total operating expenses			12,525 53

Electric Light and Gas Works, Municipality of Guelph.

Construction and equipment, gas, etc	136,568 57		
Electric light and power	82,572 86		
Value of land occupied by plant	.....		
Value of buildings	.....		
Value of machinery and apparatus	.....		
Value of street mains	.....		
Value of services	.....		
Value of meters	.....		
Value of street lamps and fixtures	.....		
Value of tools and appliances	.....		
Value of staple equipment	.....		
Value of other assets	.....		
Rents uncollected		8,366 29	
Cash and bank balance		10,704 83	
Supplies		4,555 48	
Total assets			242,768 03
Debenture debt net		201,452 08	
Over draft		.....	
Other indebtedness		1,701 02	
		203,153 10	
		39,614 93	
Amount invested in sinking fund		.....	

Gas Plants, Municipality of Guelph.

Gross earnings from operation:			
For lighting, For cooking and heating, For power	28,671 21		
Less discounts	.....		
From meters	.....		
From gas stoves and engines	.....		
From gas lamps	.....		
Miscellaneous	.....		
Gross earnings	28,671 21		
Income:			
Gross earnings		28,671 21	
Operating expenses		14,155 45	
Net earnings		14,515 76	
Deductions:			
Interest on funded debt		.....	
Interest on floating debt		.....	
Other deductions		.....	
Total net income		.....	
Sinking fund		.....	
Reconstruction reserve fund		.....	
Surplus or deficit		.....	

Gas and Electric Light and Power Works, Municipality of Guelph.

Gross earnings:		Deductions from net income	.....
From incandescent lights	13,946 90	Interest on debenture debt	9,009 94
From arc lights	6,829 50	Gen. expenses gas and electric light	2,581 61
From power	4,591 94	Sinking fund	.....
	25,368 34	Depreciation	8,500 00
Less operating expenses	12,525 53	Reconstructon reserve fund	20,091 55
Net earnings from operation	12,842 81	Less profit on debentures etc.	4,230 13
Net earnings from operation gas plant	14,515 79	Other deductions	.....
Profits other sources	1,945 93		15,861 42
	29,704 50	Surplus for year's operations	13,443 08

Gas Works, Municipality of City of Kingston.

Date of vote to establish plant.		Value of buildings	.....
Date plant installed or acquired, August 1st, 1904.		Value of machinery and apparatus	.....
Total assessed value of real estate municipality, $6,735,092.		Value of street mains	.....
Debenture debt in respect of gas and electric plant, $201,975.		Value of services	.....
Number of street gas lamps.		Value of meters	.....
Number of feet of gas sold to general consumers, 24,569,000.		Value of street lamps and fixtures	.....
Number of service pipes in use, 1,048.		Value of tools and appliances. R.E.	34,138 86
Cost of street lamp per year.		Value of staple equipment	.....
Gross price per 1,000 cubic feet lighting, $1.50 gross.		Value of other assets	*117,706 08
Gross price per 1,000 cubic feet fuel, $1.50 gross.		Total assets	151,844 94
Schedule of discounts and minimum charges, if any.		Debenture debt	201,975 00
		Over draft, paid	1,850 00
			200,125 00
Construction and equipment	.....	Other indebtedness	.....
Value of land occupied by plant	.....	Proportion applicable to electric plant	116,000 00
		Total debt	83,225 00
		Amount invested in sinking fund.	.....

Gas Plants, Municipality of City of Kingston.

Gross earnings from operation:		Income:	
For lighting, For cooking and heating	31,035 67	Gross earnings	34,330 35
For power	.....	Operating expenses	22,890 15
Less discounts	.....	Net earnings	11,440 20
	31,035 67	Deductions:	
From meters	2,830 00	Interest on funded debt and instalment fund, Interest on floating debt	6,672 32
From gas stoves and engines	.....	Other deductions	.....
From gas lamps	.....	Total net income	.....
Miscellaneous, rentals, interest on arrears	464 68	Sinking fund	.....
	3,294 68	Reconstruction reserve fund	.....
Gross earnings	34,330 35	Surplus	4,767 88

* Exclusive of R.E.

Gas Works, Municipality of Owen Sound.

Date of vote to establish plant, 1903.

Date plant installed or acquired.

Total assessed value of real estate municipality, $4,626,635.

Debenture debt in respect of gas plant, $54,000.

Number of street gas lamps.

Number of feet of gas sold to general consumers, 14,276,500 ft.

Number of service pipes in use, 485.

Cost of street lamp per year.

Gross price per 1,000 cubic feet lighting, $1.50, 20% discount.

Gross price per 1,000 cubic feet fuel, $1.50, 20% discount.

Schedule of discounts and minimum charges, if any.

Construction and equipment...		
Value of land occupied by plant		
Value of buildings		
Value of machinery and apparatus		
Value of street mains		
Value of services	67,270 40	
Value of meters		
Value of street lamps and fixtures		
Value of tools and appliances		
Value of staple equipment		
Value of other assets		
Total assets		67,270 40
Debenture debt		54,000 00
Over draft, less sinking fund		9,453 91
Other indebtedness		
Total debt		44,546 09
Amount invested in sinking fund		

Gas Plants, Municipality of Owen Sound.

Gross earnings from operation.		Deductions:	
For lighting	16,411 84	Interest on funded debt	2,160 00
For cooking and heating		Interest on floating debt	325 47
Residuals, coke, etc	2,874 66	Other deductions	2,485 47
For power		Total net income	1,891 78
Less discounts	19,286 50		
Gross earnings	19,286 50	Sinking fund	3,839 09
Operating expenses	14,909 25		
Net earnings	4,377 25	Deficit	1,947 31

Gas Works, Municipality of St. Thomas.

Date of vote to establish plant, January, 1905.

Date plant installed or acquired.

Total assessed value of real estate municipality, $5,913,283.

Debenture debt in respect of gas plant, $179,809.73, includes gas works.

Number of street gas lamps, 114.

Number of feet of gas sold to general consumers, 31,433,100 feet.

Number of service pipes in use, 1,322.

Cost of street lamp per year.

Gross price per 1,000 cubic feet lighting, $1.25 gross, $1.15 net.

Gross price per 1,000 cubic feet fuel, $1.25 gross, $1.15 net.

Schedule of discounts and minimum charges, if any.

Construction and equipment...		
Value of land occupied by plant		
Value of buildings		
Value of machinery and apparatus		
Value of street mains		
Value of services	174,746 93	
Value of meters		
Value of street lamps and fixtures		
Value of tools and appliances		
Value of staple equipment		
Value of other assets		
Total assets		174,746 93
Debenture debt		*230,512 37
Amount invested in sinking fund		

Gas Plants, Municipality of St. Thomas.

Gross earnings from operation:		Income:	
For lighting	37,978 83	Gross earnings	48,256 06
For street lighting	2,270 00	Operating expenses	†31,928 35
For cooking and heating		Net earnings, surplus	16,327 71
For power		Deductions:	
	40,248 83	Interest on funded debt	
Less discounts		Interest on floating debt	
Residual	7,698 41	Other deductions	
From meters	308 82	Total net income	
From gas lamps		Sinking fund	
Miscellaneous		Reconstruction reserve fund	
Gross earnings	48,256 06	Surplus or deficit	

*This includes debenture issued *re* electric lighting plant.

† Includes debenture interest, $6,151 34.

Public Utilities—Gas Works.

Tabulated Statement from Reports of Municipalities.

Municipality.	Total Investment.	Debentures and other debts.	Sinking Fund.	Net Debt.	Income.	Expenditure.	Surplus.
	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.
Belleville	90,000 00	90,000 00		90,000 00	28,918 00	23,042 76	5,875 24
Brockville	190,105 40	146,668 90		146,668 90	28,655 40	26,220 46	2,434 94
Kingston	151,844 94	83,225 00		83,225 00	34,330 35	29,562 47	4,767 88
Owen Sound	67,270 40	44,546 09	9,453 91	35,092 18	19,286 50	21,233 81	* 1,947 31
St. Thomas	174,746 93	179,809 73		179,809 73	48,256 06	31,928 35	16,327 71
Guelph	242,768 03	203,153 10		203,153 10	* 29,304 50	**15,861 42	*13,443 08
	916,735 70	747,402 82	9,453 91	737,948 91	188,750 81	147,849 27	40,901 54

* Inclusive of revenue from electric light plant.
** Inclusive of expenditure in connection with electric light plant.

Telephones, Municipality of Fort William.

System installed, Nov. 15th, 1902.
Number of miles of wire owned.
(*a*) On poles.
(*b*) On buildings.
(*c*) Underground.
Number public stations.
Number messages during year.
Number of circuits, 600.
Number of daily messages.
Results of operation .....

Income:		
Gross income from local service	9,894 41	
Gross income from long distance	213 54	
Other items	.....	
Total income		10,107 95
Expenses of operation:		
Wages and general expenses	5,235 90	
Maintenance of cables, poles, etc.	220 03	
Interest and taxes	2,158 77	
Interest on debentures	.....	
Other expenses	392 69	
	8,007 39	
Gain on operation	2,100 56	

Construction and Equipment:		
Telephone plant		56,097 06
Poles		.....
Value of cables		.....
Merchandise and machinery		.....
Unpaid accounts		.....
Bills and assets		2,250 32
Cash on hand		.....
Cash in Bank		5,185 47
Total assets		63,532 85
Debentures current		47,000 00
Bank over draft		10,145 67
Unpaid account		646 91
		57,792 58
Municipal over draft		.....
Sinking fund		2,207 75
Municipal accounts:		
To amount from appropriation dated 12-31-'06		1,667 38
To income during year from investments		66 23
		3,941 36
Total liabilities		53,851 22

Telephones, Municipality of Kenora.

System installed, 1890.

Number of miles of wire owned, (a) on poles, (b) on buildings, (c) underground, 240.

Rates of service, $35.00 commercial; $25.00 resident; $15.00 party resident.

Number public stations.

Number messages during year.

Number of circuits.

Number of daily messages.

Results of operation:

Income	5,682 00	
Gross income from local service	.....	
Gross income from long distance	.....	
Other items	.....	
Total income		5,682 00
Expenses of operation:		
Wages and general expenses	3,084 40	
Maintenance of cables, poles, etc.	.....	
Interest on debentures, $6,250.00 @ 4½%	281 25	
Other expenses	.....	
	3,365 65	
Gain on operation	2,316 35	
Construction and equipment:		
Telephones, Poles, Value of cables, Merchandise and machinery, Unpaid accounts, Cash on hand, Cash in bank	7,349 21	
Total assets		7,349 21
Debentures current		6,250 00
Bank over draft		.....
Municipal do		.....
Municipal accounts		.....
Total liabilities		6,250 00

Telephones, Municipality of Port Arthur.

System installed, 1903.
Number of miles of wire owned, (a) on poles; (b) on buildings, (c) underground, 530.
Rates of service. Residences, $12; commercial, $24 per annum.
Number public stations.
Number messages during year, 2,456,000.
Number of circuits, 400.
Number of daily messages, 6,730.

Results of operation:		
Gross income from local service	1,976 45	
Gross income from long distance	6,031 30	
Other items	.....	
Total income		11,007 75
Expenses of operation:		
Wages and general expenses	3,322 50	
Maintenance of cables, poles, etc.	2,752 52	
Interest on debentures and taxes	2,367 08	
Other expenses	872 98	
	9,315 08	
Gain on operation	1,692 67	

Construction and equipment:	
Cost of system	35,162 92
Telephones	.....
Poles	.....
Value of cables	.....
Merchandise and machinery	.....
Unpaid accounts	.....
Cash on hand	.....
Cash in bank	.....
Total assets	35,162 92
Debentures current	38,144 99
By bonds cancelled	855 01
Bank over draft	.....
Municipal over draft	.....
Municipal accounts	.....
Total liabilities	37,289 98

Public Utilities—Telephones.

Tabulated Statement from Reports of Municipalities.

Municipality.	Total Investment.	Debentures and other debts.	Sinking Fund.	Net Debt.	Income.	Expenditure.	Surplus.
	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.
Fort William	63,532 85	59,526 19	2,207 75	57,318 44	10,107 95	8,007 39	2,100 56
Kenora	7,349 21	6,250 00	.....	6,250 00	5,682 00	3,365 65	2,316 35
Port Arthur	35,162 92	37,289 98	.....	37,289 98	11,007 75	9,315 08	1,692 67
	106,044 98	103,066 17	2,207 75	100,858 42	26,797 70	20,688 12	6,109 58

PUBLIC UTILITIES OPERATED BY MUNICIPALITIES IN THE PROVINCE OF ONTARIO.

Total Assets, Total Liabilities, Total Gross & Net Income. Year ending 31st Dec., 1906.

Plants.	Total amount of investment by municipalities.	Total amount of debenture and other debts.	Total gross income.	Total net income.
Waterworks	$19,085,116 34	$12,502,301 22	$1,626,984 83	$431,013 29
Electric Light and Power	1,716,667 86	1,313,816 45	454,644 20	67,152 17
Gas Works	916,735 70	737,948 91	188,750 81	40,901 54
Telephones	106,044 98	100,858 42	26,797 70	6,109 58
	$21,824,564 88	$14,654,925 00	$2,297,177 54	$545,176 58

The Board regrets to report that a great deal of difficulty has been experienced in obtaining substantial information from some municipalities with regard to the public utilities operated by them. In some cases municipal officials disclaim any responsibility to furnish information to the Board, other officials frankly stated that they could not furnish the data required, while other municipalities quite ignored the repeated applications of the Board, and failed to furnish any statistics whatever.

The statistical part of this report refers only to those municipalities which have supplied data of substantial value, the others are of necessity excluded.

THE ONTARIO RAILWAY AND MUNICIPAL BOARD.

Rules of Practice and Procedure; Regulations and Specifications; and Forms.

The Ontario Railway and Municipal Board under and by virtue of the Ontario Railway and Municipal Board Act, 1906, makes the following rules for regulating its practice and procedure:

Interpretation.

1. The Board shall mean the Ontario Railway and Municipal Board.

2. Application shall include complaint and any other proceeding, matter or thing which the Board can hear and determine.

3. Applicant shall include complainant and any person or persons or corporation applying to the Board to hear and determine any matter or thing.

4. Respondent shall include any person or persons or corporation adverse in interest to an applicant to the Board.

5. Where any matter is not expressly provided for by these rules, the rules and practice under The Judicature Act shall be followed as far as the same are applicable in the discretion of the Board.

6. The provisions of the Interpretation Act and the interpretation clauses of the Judicature Act and of the Ontario Railway Act, 1906, shall apply to these rules unless there is something in the subject or context repugnant thereto.

Application

7. Unless where otherwise provided by Statute, applications to the Board shall be by a notice in writing, divided into paragraphs and numbered consecutively, setting forth clearly and concisely, in ordinary language, the nature of the application, and the relief or remedy sought; and may be in the form set forth in the schedule hereto or to like effect.

8. Where a notice is given by a solicitor, it shall contain the solicitor's name and his address or place of business, where the reply, notices, orders, appointments and other documents or writings may be served.

9. Where proceedings are instituted in person, the notice shall contain the address or place of residence of the person giving the notice where the reply, notices, orders, appointments and other documents or writings may be served. If the requirements of this rule are not complied with, the opposite party shall be at liberty to proceed by posting up in the offices of the Board in the City of Toronto, all notices, orders, appointments and other documents or writings required to be served.

10. The notice commencing proceedings before the Board shall be mailed to or filed with the Secretary of the Board at the offices of the Board in the City of Toronto, and shall be served upon the respondent in the manner provided by the Act, unless service thereof is accepted in writing by a solicitor on behalf of the respondent.

Reply.

11. When a reply is directed to be filed and served the same shall set forth clearly and concisely in ordinary language, divided into paragraphs and numbered consecutively, the respondent's answer to the application, admitting such parts thereof as are not in dispute. It shall contain the

respondent's address or place of residence if filed in person, and that of his solicitor if filed by a solicitor; and such reply may be in the form set forth in the schedule hereto or to like effect.

12. The reply shall be delivered to the secretary of the Board or mailed to him by letter prepaid, and a copy thereof shall be served upon the applicant in the manner provided by the Act at his address given in the notice of application to the Board or upon the solicitor of the applicant at his address set forth in the notice if given by a solicitor.

Hearing.

13. Ten days after the service on the respondent of the notice of application either party shall be at liberty to apply to the Board on notice of motion in writing for an order fixing the time, place and manner of hearing the application; and if deemed necessary by the Board directing a reply to be filed and served by the respondent, and if the opposite party is not present or represented on such motion a copy of the order made on such application, shall be served upon the said party or his solicitor ten days before such hearing.

Applications on Affidavits.

14. The Board may direct that applications shall be heard upon affidavits to be filed with the secretary and upon such documentary evidence as the parties may adduce.

Record for the Hearing.

15. The party commencing proceedings before the Board shall, at least two clear days before the hearing, deposit with the secretary of the Board three copies of the notice of application and reply (if any), and the secretary shall compare such copies with the original notice and reply (if any), on file in his office, and certify said three copies for use of the Board.

Service of Copies of Affidavits.

16. Where the application is to be made on affidavits, copies of the affidavits upon which the application is to be heard, shall be served with a copy of the order of hearing, and the affidavits in defence shall be filed with the secretary and served on the opposition party within eight days thereafter, and any affidavits in reply shall be filed and served by the applicant upon the respondent within four days after the service of the affidavits in defence. Affidavits used before the Board or in any proceeding under the Act, may be sworn to before any person authorized to administer oaths to be used in the High Court of Justice or before a Justice of the Peace.

Orders for Production, Inspection, Discovery, and Taking Evidence by Commission.

17. Ten days after the service of the notice of application on the respondent orders for production of documents, for inspection, for examinations for discovery, for the examination of witnesses who cannot attend the hearing by reason of sickness or other unavoidable cause, and for the examination of witnesses resident out of Ontario, may be made by the Board, or a member thereof, as the nature of the application may require, and upon such terms as to costs or otherwise as may be just.

Notice to Produce.

18. Either party may give the other notice in writing to produce any documents which relate to any matter in question between the parties which are in the custody, power or possession of said other party, and if such notice be not complied with, secondary evidence of such documents may be given.

Notice to Admit.

19. A party may be called upon by any other party, by notice in writing to admit any document which requires to be proved, saving all just exceptions; and in default of notice to admit, the costs of proving the document shall not be allowed except where, in the opinion of the Board, the omission to give notice was a saving of expense.

The Right to Begin.

20. At the hearing of any application, the party commencing the proceedings shall begin, and after the evidence in defence is given, shall have the right to reply.

Time for Notice of Motion.

21. There shall be at least two clear days between the service of a notice of motion and the day for hearing, unless the Board or a member thereof gives leave to serve short notice, and in the computation of such two clear days, Sundays and days on which the offices are closed shall not be reckoned.

No notice of motion shall be served unless an appointment has been first obtained from the Board or a member thereof for hearing the motion.

Enlarging or Abridging Time.

22. The Board may enlarge or abridge the time appointed by these rules for doing anything or taking any proceeding, upon such terms as may be just.

Vacations.

23. No trial or hearing shall take place or motion be heard during the long vacation or the Christmas vacation observed by the Hight Court of Justice, unless otherwise directed by the Board in case of urgency, and such vacations shall not be reckoned in the computation of the times allowed by these rules for filing or delivering a notice of application or reply.

Costs.

24. The costs of and incidental to any proceeding before the Board, shall be in the discretion of the Board, and may be fixed at a sum certain or may be taxed by the secretary, on the High Court, County Court or Division Court scale as the Board may direct.

Computation of Time.

25. In all cases in which any particular number of days, not expressed to be clear days, is prescribed by these rules, the same shall be reckoned

exclusively of the first day and inclusively of the last day, unless the last day shall happen to fall on a holiday, in which case the time shall be reckoned exclusively of that day also.

Amendments.

26. Amendments which, in the opinion of the Board, may be necessary for determining the real question at issue between the parties may be allowed at any time; and upon such terms as the Board in its discretion may deem just.

Technical Objections.

27. No proceeding before the Board shall be defeated or affected by any technical objection or by any objection based upon defects in form.

Adjournment.

28. The Board may from time to time adjourn any proceeding before it.

Formal Order or Judgment.

29. Unless otherwise ordered by the Board, the applicant or his solicitor shall prepare the formal order made by the Board and submit it to the respondent or his solicitor for approval, and in the event of the parties failing to agree on the form of the order, the same shall be settled by the secretary of the Board, and when settled, shall be engrossed in duplicate and left with the secretary to be signed and sealed and entered by him in the book kept for that purpose.

Regulations.

30. The regulations of the first schedule hereto shall have the same force and effect as these rules and to the same extent as if they had been incorporated in and formed part hereof.

Forms.

31. The forms in the second schedule hereto or forms to like effect may be used with such variations as circumstances or the nature of the application may require, and where no form is given in the said schedule, the forms used in connection with the Rules of Practice under the Judicature Act may be adopted.

Office of the Board, Toronto, 11th July, A.D. 1906.

(Sgd.) James Leitch,
Chairman.

(Sgd.) A. B. Ingram,
Vice-Chairman.

(Sgd.) H. N. Kittson.

(Sgd.) H. C. Small,
Secretary.

FIRST SCHEDULE.—REGULATIONS.

Requirements on Application having Reference to Plans and Surveys.—Section 59, Ontario Railway Act, 1906.

No. 1.—Send to the secretary of the Board three copies of map or plan of the survey and levels made and taken of the lands through which the railway passes, showing its course and direction and the lands passed over and taken for the railway; also three copies of a book of reference which shall set forth:

(*a*) A general description of said lands.

(*b*) The names of the owners and occupiers thereof as far as can be ascertained.

(*c*) Everything necessary for the right understanding of such map or plan.

Scale of map—not more than 6 miles to the inch.

The three sets of plans prepared are to be prepared in accordance with the "general notes" hereunder, as follows:

1st set: 1 plan, 1 profile, 1 book of reference. To be examined, sanctioned, and deposited with the Board.

2nd set: Same as 1st. To be examined, certified and returned for registration.

3rd set: Same as 1st. To be certified and returned to company.

Scale, plans: 400 feet to the inch.

Profiles: Horizontal, 400 feet; vertical, 20 feet.

No. 2.—To Alter Location of Line Previously Sanctioned or Completed.—Section 59, ss. 8, Ontario Railway Act, 1906.

Send to the Secretary of the Board three sets of plans, profiles and books of reference as required in No. 1.

(N.B.—The plans and profiles so submitted will be required to show the original location, grades and curves, and the changes desired or necessitated.)

Scale: Same as No. 1.

No. 3.—Plans of Completed Railway.—Section 59, ss. 15, Ontario Railway Act, 1906.

Send to the secretary of the Board within six months after completion three sets of plans and profiles of the completed road.

1st set. To be filed with the Board.

2nd set: To be certified and returned to the company.

3rd set: For registration purposes.

Scale: Same as No. 1.

No. 4.—To take Additional Lands for more Space, Snow Protection, etc.—Section 74, Ontario Railway Act, 1906.

Send to the secretary of the Board three sets of plans and documents as follows:

1st set: 1 application certified and signed by the officers mentioned in ss. 9 of section 59 of the Act; 1 plan, 1 profile, 1 book of reference. To be examined, certified and deposited with the Board.

2nd set: Same as 1st. For certificate and return for registration with duplicate authority.

3rd set: Same as first. For certificate and return to company with copy of authority.

Scale: Same as No. 1.

(N.B.—Ten days' notice of application must be given by the applicant company to the owner or possessor of the lands, and copies of such notice with affidavits of service thereof must be furnished to the Board upon such application).

No. 5.—Branch Lines.—Section 51, ss. 6, Ontario Railway Act, 1906.

The same procedure, plans, profiles and books of reference as in No. 1.

Scale: Same as No. 1.

No. 6.—Railway Crossings and Junctions.—Section 98, Ontario Railway Act, 1906.

Send to the secretary of the Board with an application, three sets of plans of both roads at the point of crossing.

Scale-Plan: 100 feet to the inch.

Also three sets of plans and profiles of both roads on either side of the proposed crossing for a distance of two miles.

Scale-Plan: 400 feet to the inch.

Profile: Horizontal 400 feet; vertical 20 feet.

1st set: For approval by and filing with the Board.

2nd and 3rd sets: To be certified and furnished to the respective companies concerned, with certified copy of order.

(N.B.—The applicant company must give ten days' notice of application to the company whose lines are to be crossed or joined, and shall serve with such notice a copy of all plans and profiles and a copy of the application. Upon completion of the work application must be made to the Board for leave to operate the railway.)

No. 7.—Highway Crossings.—Section 92, Ontario Railway Act, 1906.

Send to the secretary of the Board, with an application, three sets of plans and profiles of the crossings.

Scale-Plan: 100 feet to the inch.

Profile: Horizontal 100 feet: vertical 20 feet.

1st set: For approval by and filing with the Board.

2nd and 3rd sets: To be furnished to the respective parties concerned, with a certified copy of the order of the Board approving the same.

The plan and profile shall show at least half a mile of the railway and 200 feet of the highway on each side of the crossing.

(N.B.—The applicant must give ten days' notice of application to the opposite party, and with such notice shall serve a copy of the plan and profile and of the application.)

No. 8.—Bridges, Tunnels, Viaducts, Trestles, Etc., Over 18 ft. Span.—Section 89, Ontario Railway Act, 1906.

Send to the secretary of the Board application and two sets of detailed plans, profiles, drawings and specifications.

1st set: For filing with the Board.

2nd set: To be certified and returned to the company, with certified copy of the order of the Board.

Bridges, tunnels, viaducts and trestles, over 18 feet span, may be built in accordance with standard specifications and plans, submitted by the company and approved by the Board.

No. 9.—Requirements on Application to Carry Lines or Wires for the Conveyance of Electricity for Light, Heat or Power, Across a Railway.—Ss. 4, section 56, Ontario Railway Act, 1906.

Send to the secretary of the Board, with application, three copies of a plan and profile of the part of the railway proposed to be affected, showing the proposed location of such lines and wires and the works contemplated in connection therewith.

1st set: 1 plan, 1 profile. To be examined, sanctioned and deposited with the Board.

2nd set: Same as first. To be examined, certified and returned to applicant.

3rd set: Same as first. To be certified and given to company.

Scale-Plans: 400 feet to the inch.

Profiles: Horizontal 400 feet; vertical 20 feet.

Detailed plans, profiles, drawings and specifications may be blue, white or photographic prints.

General Notes.

Plan (for Nos. 1 to 5) must show the right of way with lengths of sections in miles, the names of the terminal points, the station grounds, the property lines, the owners' names, the areas, and length and width of lands proposed to be taken, in figures (every change of width being given), the curves and the bearings, also all open drains, water courses, highways, and railways proposed to be crossed or affected.

Profiles shall show the grades, curves, highway and railway crossings, open drains and water courses, and may be endorsed on the plan itself.

Books of reference shall describe the portion of land proposed to be taken in each lot to be traversed, giving numbers of the lots, and the area, length and width of the portion thereof proposed to be taken, and names of owners and occupiers so far as they can be ascertained.

All plans, profiles and books of reference must be dated, and must be certified and signed by the President or Vice-President or General Manager, and also by the engineer of the company.

The plan and profile to be retained by the Board must be on linen, the copies to be returned may be either white, blue, or photographic prints.

All profiles shall be based, where possible, upon sea level datum.

All books of reference must be made on good thick paper, and in the form of a book with a suitable paper cover. The size of such books, when closed, shall be as nearly as possible $7\frac{1}{2}$ inches by 7 inches.

Books of reference may be endorsed on the plan.

Form of Book of Reference required.

.....Railway Company.

..... Division ..... Branch.

Book of reference to accompany location plan, showing lands required for railway purposes.

Interlocking System.

Regulations Governing Signals and Speed where Trains cross another Railway at Rail Level without stopping under Order of the Board.—Subsect. 3, 124, Ontario Railway Act, 1906.

When the signal on distant semaphore post indicates caution, a train passing it must be under full control, and come to a full stop before reaching the home post.

When the signal on the home post indicates danger, it must not be passed.

Where the signals on the distant and home points indicate safety, the train can proceed.

When clear signals are shown, the speed of the passenger trains must be reduced to twenty-miles, and freight trains to ten miles per hour, until the entire train has passed the crossing.

Regulations as to Requirements where the Board have ordered a Company to adopt and put in use an Interlocking Derailing and Signal System at Rail Level Crossings and Junctions.—Ss. 6, section 98, Ontario Railway Act, 1906.

The plan and construction of an interlocking, signalling and derailing system to be used at rail level crossings and junctions of one railway by another must be arranged to conform to the following general rules:

1. The normal position of all signals must indicate danger, derail points open and the interlocking so arranged that it will be impossible for the operator to give conflicting signals.

2. The derail points must be placed not less than 500 feet from point of intersection of the crossing of junction tracks, unless in special cases in which the Board authorizes in writing a less distance.

3. On side tracks the position of derail points may be located so as to best accommodate the traffic, and provide the same measure of safety indicated in foregoing rules.

4. On single track railways derail points, when practicable, should be on inside of curve, and on double track railways the derail points should be in outside rail of both tracks.

5. On double track railways back-up derails will be necessary.

6. Home signal posts must be 50 feet beyond point of derail, and the distance between home and distant signals must be not less than 1,200 feet. Signal post should be placed on engineman's side of track it governs.

7. Guard rails should be laid outside of rail in which the derail is placed, and commence at least 6 feet toward home signal from point of derail, extending from thence toward crossing parallel with and 9 inches distant from track rail, for 400 feet.

8. In case there are crossovers, turnouts, or other connecting tracks involved in the general system, the movement of cars and trains upon which present an element of danger, which danger will be enhanced by the passage of trains on main tracks over crossings without stopping, and consequently at higher speed than would be the case without the permit sought, then, and in all cases, whether such enhanced danger be of collision between cars and trains of the same railway, or between cars or trains of different railways, it will be necessary, in addition to the protection of the main crossing, to provide by proper appliances, against any such increased collateral dangers in the same complete manner as is required in the case of the main crossing.

9. The arms and back lights of all signals should be visible to the signalman in the tower. If from any cause the arm or light cannot be placed so as to be seen by the signal-man, a repeater or indicator should be provided in the tower.

10. Application for inspection of interlocking plant must be made to the Board accompanied by a plain diagram, showing location of crossing and position of all main tracks, sidings, switches, turnouts, etc.

The several tracks must be indicated by letters or figures, and reference made to each, explaining the manner of its use. The rate of grade on each main track must be shown, together with numbers of signals, derails, locks, etc., corresponding to levers in tower.

It is intended herein to state general rules, which will govern the construction of any proposed system of interlocking, after its adoption has been ordered by the Board. The traffic to be done, relative position and operation of intersecting lines, may require safeguards not mentioned herein.

The system of derailing, signalling, and interlocking must be connected and worked, and be complete in each particular before the Board will grant an order authorizing the operation of such interlocking, derailing, and signal system, or the crossing by the railway ordered to put on the system.

General Requirements for Interlocking at Drawbridges.—Ss. 2, section 122, Ontario Railway Act, 1906.

Interlocking, signalling, and derailing system to be used at drawbridges must be arranged to conform to the following general rules:

1. The normal position of all signals must indicate danger, derail points open, and the interlocking so arranged that it will be impossible for the operator to open the draw until the signals and derails are set against the approaching train movement.

2. Where the grade is practically level the derailing points shall be located not less than 500 feet from the ends of the bridge, but in case of a descending grade towards the bridge, the derailing point must be located at such distance from the bridge as to give the same measure of protection that is required for a level approach.

3. On single track railways, derail points when practicable, should be on the inside of the curve, and on double track railways, the derail points should be in outside rails of both tracks.

4. On double track railways back-up derails will be necessary.

5. Home signal posts must, when practicable, be located on the engineman's side of the track they govern, and should be not less than fifty (50) feet nor more than two hundred (200) feet in advance of the point they govern; the distant signals should be located not less than twelve hundred (1,200)

feet in advance of the home signal, with which it is operated, and on the same side of the track. The distance signals should be distinguished by a notch cut in the end of the semaphore arm.

6. The arms and back-lights of all signals should be visible to the signal-man in the tower. If from any cause, the arm or light of any signal cannot be placed so as to be seen by the signal-man, a repeater or indicator should be provided in the tower.

7. Guard rails should be laid on outside of rail in which the derail is placed, and, commencing at least 6 feet in advance of derail, should extend thence toward the end of the bridge, parallel with and 9 inches from track rail, for not less than 400 feet.

8. Application for inspection must be made same as for railway crossings.

Regulations and Specifications for Telephone or Telegraph Wires Crossing Railway Tracks.—Ss. 5, section 56, Ontario Railway Act, 1906.

1. Telephone and Telegraph Companies shall, at all times, at their own expense, maintain in good order and condition, and at the height called for by the specifications hereinafter set forth, the lines, wires and cables crossing the said railway so that at no time shall any damage be caused to the company owning, operating or using the said railway or to any person lawfully upon or using the same, and shall use all proper and necessary means to prevent any such wires and cables from sagging below said height.

2. Telephone and Telegraph Companies shall, at all times, wholly indemnify the company owning, operating or using the said railway of, from and against all loss, costs, damage and expense to which the said railway company may be put by reason of any damage or injury to persons or property caused by any of the said wires or cables, or any works or appliances herein provided for, not being erected in all respects in compliance with the terms and provisions of these regulations and specifications for the crossing, or if, when so erected, not being at all times maintained and kept in good order and condition, and in accordance with the terms and provisions hereof or any order or orders of the Board in relation thereto, as well as any damage or injury resulting from the imprudence, neglect or want of skill of any of the employees or agents of a Telephone or Telegraph Company.

3. No work shall at any time be done under these regulations and specifications in such a manner as to obstruct, delay or in any way interfere with the operation or safety of the trains or traffic on the said railway, nor until at least 48 hours' notice in writing has been sent by mail in a registered letter postage prepaid to the Railway Company at its head office and to the Board at its office in the City of Toronto.

4. Where, in effecting any such crossing, Telephone or Telegraph Company desires to erect poles between the tracks of the railway, before any work in connection with such crossing is begun, the Telephone or Telegraph Company shall give to the Railway Company owning, operating, or using the said railway, at least forty-eight hours' prior notice thereof in writing, and the said Railway Company shall be entitled to appoint an inspector under whose supervision such work shall be done, and whose wages, at a rate not to exceed $3,00 per day, shall be paid by the Telephone or Telegraph Company.

5. Where wires or cables to be carried across the railway are to be carried above existing telegraph or telephone wires and across a trolley wire or other high voltage wires, either within the spans to be constructed across the

railway or within the spans next thereto on either side, such additional precautions shall be taken by the Telegraph or Telephone Company by the placing of guard wires or other protective devices as the Board shall consider necessary.

6. Nothing in this regulation shall prejudice or detract from the right of the Company owning, operating or using the railway to adopt at any time the use of electric or other motive power, and to place and maintain upon or under its right of way such poles, lines, wires, cables, pipes, conduits and other fixtures and appliances as may be necessary or proper for such purposes. Liability for the cost of any removal, change in location, or construction of the poles, lines, wires, cables, or other fixtures or appliances erected by a Telephone or Telegraph Company under the authority of the Ontario Railway Act, 1906, or of any order of the Board over the tracks of the said Railway Company rendered necessary by any of the matters referred to in this paragraph, shall be fixed by the Board on the application of any party interested.

7. Any dispute arising between a Telephone or Telegraph Company and the said railway as to the manner in which the said wires and cables are being erected, maintained, used or repaired shall be referred to the Board, whose decision shall be final.

8. The wires and cables of a Telephone or Telegraph Company shall be erected and maintained across the said railway in accordance with thsse regulations and the specifications following.

Specifications.

Location of poles.—Poles to be located, wherever possible, at a distance from the rail not less than equal to the length of the poles used.

Poles must not under any circumstances if the railway is operated by steam be placed less than 12 feet from either rail of a main line, and if operated by electricity, must not be placed less than 6 feet from either rail of a main line or less than 6 feet from either rail of a siding. At loading sidings sufficient space to be left for a driveway.

Setting of poles.—Poles of 25 feet to 34 feet in length to be set not less than 5 feet, 35 feet, 5½ feet 36 feet to 50 feet, not less than 6 feet, and over 50 feet, 7 feet in solid ground. Poles with side strains to be reinforced. Poles to be at least six inches in diameter at top. In soft ground poles must be set so as to obtain the same amount of rigidity as would be obtained by the above specifications for setting poles in solid ground.

Length of span.—Span must be as short as possible consistent with the rules of locating and setting of poles.

Fitting of poles.—The pole at each side of a railway must be fitted with cross arms of dimensions not less than 3 x 4 inches, equipped with 1½ inch hardwood pins nailed in arm; arm to be properly fastened to the pole in a gain by not less than two lag screws ½ x 7 inches or by a ⅝ inch machine bolt through the pole; arms carrying more than two wires or carrying a cable must be braced by two iron braces fastened to the arm by ⅜ inch carriage bolts, and to the pole by a lag screw 5 x ⅜ inches.

Height of wires.—The lowest wire must not be less than 25 feet from top of rail, and 4 feet above or under feed wires, and 8 feet above trolley wires, for spans up to 145 feet. 2½ feet additional clearance must be given for every 20 feet additional length of span. Wires crossing over or under other telegraph or telephone wires erected along the railway right of way must clear either 3 over or 3 feet under.

Wires.—Where open lines are strung across steam railway tracks, the stretch must consist of copper wire, to be of not less than No. 13 New British Standard Gauge, .091 inches diameter. Wire to be tied to the insulator on each of the double cross arms by a soft copper wire, of same dimensions as line wire, not less than 20 inches in length.

Where open lines are strung across electric railway tracks the stretch may consist of galvanized iron wire not less than No. 14 standard guage, iron wire to be tied to the insulator on cross arms by a tie wire of same dimensions as line wire, with not less than 3 half turns made with pliers on each side of insulator.

Copper wire to be ended on transposition insulator at the poles on each side of Electric Railway.

Where a number of rubber covered wires are strung across railway tracks they may be made up into a cable by being twisted on each other or sewn with Marline, which must be tied every 3 feet and the whole securely fastened to the poles by Marline. Guy wires crossing railway tracks must consist of either 7 stranded No. 16 or No. 13 galvanized steel wire.

Guards.—An iron hook guard to be placed on the end of each cross arm, or a copper wire loop guard over each wire and fastened by staples to the cross arm.

Cable.—Where cables are strung across tracks they must be carried on a suspension wire of not less than 7 strands of No. 13 galvanized steel wire, which when cross arms are used will be attached to a $\frac{3}{4}$ inch iron hook, or when fastened to poles, a malleable iron messenger hanger bolted through the poles, the cable to be attached to the suspension wire by cable clips not more than 20 inches apart.

Rubber insulated cables of less than $\frac{3}{4}$ inch diameter may be carried on a suspension wire of not less than 7 strands of No. 16 galvanized steel wire.

Regulations and specifications for under-crossings.—1. The line or lines, wire or wires, shall be carried across the railway in accordance with this Regulation by a pipe or pipes, conduit or conduits, and each shall, for the whole width of the right of way adjoining the highway, be laid at the depth called for by, and shall be constructed, maintained, renewed and repaired according to the specification hereinafter set forth.

2. All work in connection with the laying, maintaining, renewing or repairing of each pipe or conduit, and the continued supervision of the same shall be performed by, and all cost and expenses thereby incurred be borne and paid by, the telephone or telegraph company, but no work shall at any time be done in such a manner as to obstruct, delay or in any way interfere with the operation or safety of the trains or traffic on the said railway.

3. The telephone or telegraph company shall, at all times, maintain each pipe or conduit in good condition and so that at no time shall any damage be caused to the property of the railway company, or any of its tracks be obstructed, or the usefulness or safety of the same for railway purposes be impaired, or the full use or enjoyment thereof by the said railway company be in any way interfered with.

4. Before any work of laying, renewing or repairing any pipe or conduit is begun the telephone or telegraph company shall give to the railway company at least forty-eight hours' prior notice thereof, in writing, accompanied by a plan of the part of the railway to be affected showing the proposed location of such pipe or conduit and works contemplated in connection therewith, and the said railway company shall be entitled to appoint an inspector to see that the telephone or telegraph company, in performing said

work, complies, in all respects, with the specification hereinafter set forth and whose wages, at a rate not exceeding $3.00 per day, shall be paid by the telephone or telegraph company.

5. The telephone company shall, at all times, wholly indemnify the company owning, operating or using the said railway of, from and against all loss, costs, damage and expense to which the said railway company may be put by reason of any damage or injury to persons or property caused by any pipe or conduit, or any works or appliances not being made and constructed in all respects in compliance with the specifications hereinafter set forth, or if, when so constructed and laid, not being at all times maintained and kept in good order and condition and in accordance therewith, or any order, or orders of the Board in relation thereto, as well as any damage or injury resulting from the imprudence, neglect or want of skill of any of the employees or agents of the telephone or telegraph company.

6. Nothing in this regulation shall prejudice or detract from the right of any company owning, operating or using the said railway to adopt, at any time, the use of electric or other motive power and to place and maintain upon or under the said right of way such poles, wires, pipes and other fixtures and appliances as may be necessary or proper for such purpose.

Liability for the cost of any removal, change in location, or construction of the pipes, conduits, wires or cables constructed or laid by the telephone or telegraph company under authority of the Ontario Railway Act, 1906, or of an order of the board, rendered necessary by any of the matters referred to in this paragraph, shall be fixed by the Board on the application of any party interested.

7. Any dispute arising between the telephone or telegraph company and any company owning, using or operating said railway as to the manner in which any pipe or conduit, or any works or appliances hereinbefore provided for, are being laid, maintained, renewed or repaired, shall be referred to the board, whose decision shall be final.

Specification.

Duct.—Vitrified clay, cement pipe, creosoted wood, iron pipe, or fibre may be used.

Depth.—The excavation must be of sufficient depth to allow the top duct to be at least three feet in the case of a steam railway and 18 inches in the case of an electric railway below the bottom of the ties of the railway tracks.

Laying.—The duct to be laid on a base of three inches in the case of a steam railway and in the case of an electric railway on two inches of concrete, mixed in proportion, one of Portland cement, three of sand, and five of broken stone or gravel.

Where stone is used such stone not to be of greater size than will permit of its passage through a one-inch ring.

After the ducts are laid, the whole to be encased to a thickness of three inches in the case of a steam railway, and tow inches in the case of an electric railway on top and sides in concrete mixed in the same proportion as above.

Filling in.—The excavation must be well filled in slowly and well tramped on top and sides.

Guard.—The excavation must be at all times safely protected.

Accidents: Regulations Under and in Pursuance of Section 237 of "The Ontario Railway Act, 1906.

Accidents.—Every company upon the happening of an accident shall give to the Ontario Railway & Municipal Board notice thereof in writing by delivering the same at the office of the Board in the City of Toronto or by mailing it, postage prepaid, in a registered letter addressed to the Board.

Such notice shall contain a statement signed by a duly authorized officer of such company, setting forth the information and particulars hereinafter mentioned.

Such statement shall be divided into paragraphs each of which shall include and refer to one (or one group) only of the numbered particulars hereinafter mentioned, and the paragraph referring to each respective numbered particular shall bear the number corresponding to the number hereinafter given for each such particular.

The numbers of paragraphs and the particulars to which each shall refer as aforesaid, are as follows:—

1. Name or names of company or companies concerned in accident.
2. Numbers of train, engine, car or motor.
3. Date and time of accident.
4. Nature of accident.
5. Exact location.
6. Name in full, address and legal addition of each person injured or killed.
7. Age.
8. Married or single.
9. Passenger, employee or other.
10. If employee, length and nature of service with dates and periods of different occupations (if more than one).
11. If employee, character, experience, skill and fitness with respect to occupation at time of accident.
12. How engaged at time of accident, and how long on duty.
13. Cause of accident, how same occurred, with full particulars and details and diagram if required.
14. Persons in charge, with full names, addresses and the particulars referred to in paragraph 10, 11, and 12.
15. Result to person and particulars of injury.
16. Result to property, including amount of damage.
17. Names and addresses of all persons present at, or eye witnesses of, the accident.
18. What investigation (if any) and result of same.
19. Verdict (if any).

The Board reserves the right to require such further and other details, particulars, maps, plans, profiles, documents, models and information or illustration of any kind as the nature of the accident and a full understanding thereof may suggest or require.

In pursuance of subsection 2 of section 237 of said Act, the Board declares that all such information so given in pursuance of this regulation shall be privileged.

SECOND SCHEDULE.—FORMS.

Form No. 1.

THE ONTARIO RAILWAY AND MUNICIPAL BOARD.

Between

Applicant,

AND

Respondent.

NOTICE OF APPLICATION.

1. The Applicant is (*here give a general description of the Applicant*).
2. The Respondent is (*here give a general description of the Respondent*).
3. (*Here follows the complaint or application*).
4. (*Here follows the nature of the relief or remedy sought*).
5. This application will be heard by the Board after ten days from the service hereof, at such time and place, and in such manner as the Board may order and direct.
6. This notice is given by of the of , in the County of , Solicitor for the Applicant (*or* this notice is given by of the , the Applicant in person).

Signatures: Solicitor's or Applicant's.

Form No. 2.

Form of Application where there is no Opposite Party.

THE ONTARIO RAILWAY AND MUNICIPAL BOARD.

In the Matter of the Application of of the of, in the County of for an order for .

The Applicant hereby applies to the Board for an order for (*here set forth the nature of the application and order asked for*).

This application is made by , of the of , in the County of , Solicitor for the Applicant (*or* this application is made by the Applicant in person).

(*Signature of Solicitor or Applicant*).

Form No. 3.

REPLY.

(*Style of Cause as in Form No. 1*).

1. The reply of the above named Respondent to the notice of application of the above named Applicant.
2. The Respondent admits paragraphs numbered one, two or three (*as the case may be*) of the notice.
3. The Respondent says that (*here set forth reply*).
4. The Respondent says that the Applicant is not entitled to the relief or remedy sought (*or* he is only entitled to the following relief or remedy, *as the case may be*).
5. This reply is made by of , Solicitor for the above named Respondent (*or* this reply is made by of , the Respondent in person).

Signature of Solicitor or Respondent, as the case may be.

Form No. 4.

FORM OF ORDER FOR PRODUCTION.

(*Style of Cause same as in Form No. 1*).

Upon the application of the
It is ordered, that the do within ten days after the service of this order make discovery on oath of the documents which are or have been in possession or power relating to any matters in question in this application and do produce to and deposit the same with the Secretary of the Board at Toronto for the usual purposes.

Dated this day of , A.D. 19 .

Form No. 5.

FORM OF AFFIDAVIT AS TO PRODUCTION OF DOCUMENTS.

(*Style of Cause same as in Form No. 1*).

(*The schedule to be divided into two parts when the deponent objects to the production of any of the documents*).

1. I, , the above named , make oath and say as follows:

(*The first part is to contain the documents in the deponent's possession to the production of which he does not object*).

1. I have in my possession or power the documents relating to the matters in question in this application set forth in the first and second parts of the First Schedule hereto.

(*The second part is to contain the documents, if any, in the deponent's possession to the production of which he does object*).

2. I object to produce the said documents set forth in the second part of the First Schedule hereto.

3. That (*here state upon what ground the objection is made, and verify the facts as far as may be*).

4. I have had, but have not now, in my possession or power the documents relating to the matters in question in this application set forth in the Second Schedule hereto.

5. The last mentioned documents were last in my possession or power on (*state when*).

6. That (*here state what has become of last mentioned documents and in whose possession they are now*).

(*If the party denies having any, he is to make an affidavit in form of the 7th paragraph, omitting the exception*).

7. According to the best of my knowledge, information and belief, I have not now and never had in my possion, custody or power, or in the possession, custody or power and never had in my possession, custody or power, or in the possession, custody or power of any other person or persons on my behalf, any deed, account, book of account, voucher, receipt, letter, memorandum, paper or writing, or any copy of or extract from any such document, or any other document whatsoever, relating to the matters in question in this application, or any of them, or wherein any entry has been made relative to such matters or any of them, other than and except the documents set forth in the said First and Second Schedules hereto, and the pleadings and other proceedings in the application.

Sworn at
in the of
this day of
one thousand nine hundred and
Before me

A Commissioner, etc.

THE FIRST SCHEDULE HERETO.

The first part thereof:—Showing documents in my possession which I do not object to produce.

The second part:—Showing documents in my possession which I object to produce.

THE SECOND SCHEDULE HERETO.

Showing documents which I have had, but have not now, in my possession or power.

FORM No. 6.

FORM OF ORDER FOR EXAMINATION FOR DISCOVERY.

(*Style of Cause same as in Form No. 1*).

Upon the application of the , it is ordered that the above named do attend before at such time and place as he shall by writing hereon endorsed appoint and submit to be examined *viva voce* upon oath touching his knowledge of the matters in question in the application. And the costs of this order and the costs of such examination are reserved.

Dated this day of , A.D. 19 .

Pursuant to the within order, do hereby appoint the day of A.D. 19 , at the hour of o'clock in the noon, at for the examination of the within named .

Dated this day of , A.D. 19 .

FORM No. 7.

FORM OF NOTICE TO PRODUCE.

(*Style of Cause same as in Form No. 1*).

Take notice that you are hereby required to produce and show to the Board at the hearing of this application all books, papers, letters, copies of letters and other writings and documents in your custody, possession or power containing any entry, memorandum or minute relating to the matters in question in this application and particularly those hereinafter specified.

Dated this day of , A.D. 19 .

To the above named
(*Solicitor or Agent*),
Solicitor for the above named.

Description of Documents.	Dates.

Form No. 8.

FORM OF NOTICE TO ADMIT.

(*Style of Cause same as in Form No. 1*).

Take notice, that the purpose to adduce in evidence the several documents hereinunder specified and that the same may be inspected by the himself, his Solicitor or Agent , at on day, the day of , between the hours of and in the noon, and the is hereby required, within four days from the said day to admit that such of the said documents as are specified to be originals were respectively written, signed or executed, as they purport respectively to have been; that such as are specified as copies are true copies; and that such documents as are stated to have been served were served or delivered respectively; saving all just exceptions to the admissibility of all such documents as evidence on this application.

Dated this day of , A.D. 19 .

To the above named

Yours, etc.

(*Solicitor or Agent*),
His Solicitor or Agent.

Originals.

Description of Documents.	Dates.

Copies.

Description of Documents.	Dates.	Original or Duplicate served, sent or delivered, when, how and by whom.

Form No. 9.

SUBPŒNA.

THE ONTARIO RAILWAY AND MUNICIPAL BOARD

Between

Applicant,

AND

Respondent.

Edward the Seventh, by the Grace of God, of the United Kingdom of Great Britain and Ireland and of the British Dominions beyond the Seas, King, Defender of the Faith, Emperor of India,

To Greeting.

(*Subpœna*).

We command you to attend before the Board at , on day, the day of A.D. 19 , at the hour of o'clock in the noon, and so on from day to day until the above matter is heard, to give evidence on behalf of , and also to bring with you and produce at the time and place aforesaid all

Witness, James Leitch, Esq., K.C., Chairman of our said Board, the day of , A.D. 19 , in the year of Our Reign.

(*To be endorsed*) O. R. & M. B. *vs.*

Subpœna: This Writ is issued by of the of , in the County of , Solicitor for the (*or* by the in person).

Issued from the office of The Ontario Railway and Municipal Board at the City of Toronto, in the County of York and the Province of Ontario.

Secretary.

Form No. 10.

FORM OF FINAL ORDER.

THE ONTARIO RAILWAY AND MUNICIPAL BOARD.

The day of A.D. 19 .

Before James Leitch, Esq., K.C., Chairman; A. B. Ingram, Esq., Vice Chairman; H. N. Kittson, Esq., Member.

Between

Applicant,

AND

Respondent.

Upon the application of the above named Applicant in presence of the Applicant and Respondent upon hearing the evidence adduced on behalf of the Applicant and Respondent and upon hearing counsel for the Applicant and Respondent, (*or* upon hearing the Applicant and Respondent in person, *as the case may be*).

The Board orders (*here set forth what the Board orders*).

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